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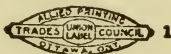


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**EDITOR:**

W. L. MACKENZIE KING, M.A., LL.B.

*Deputy Minister of Labour.*

**ASSOCIATE EDITOR:**

ROBERT H. COATS, B.A.

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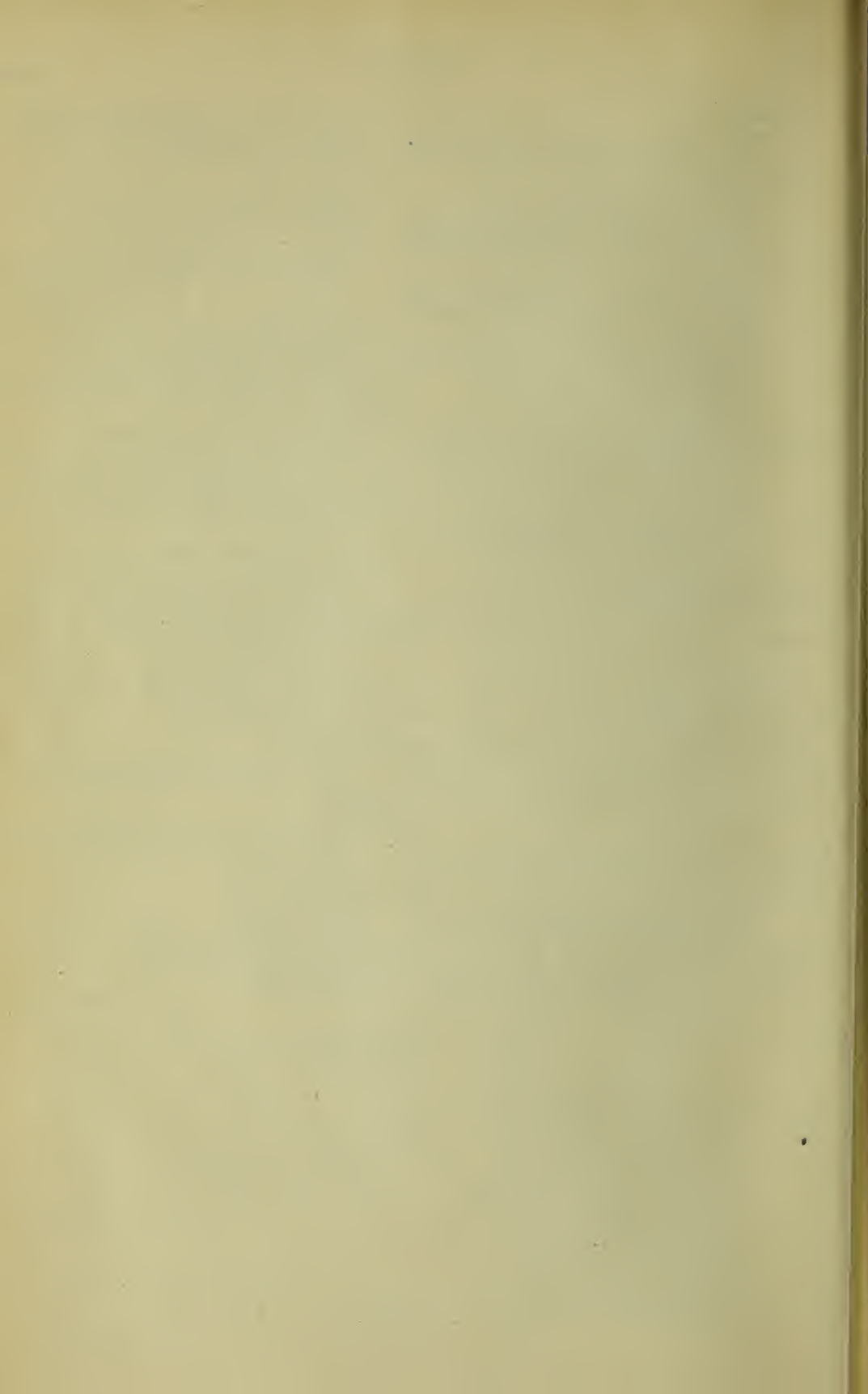
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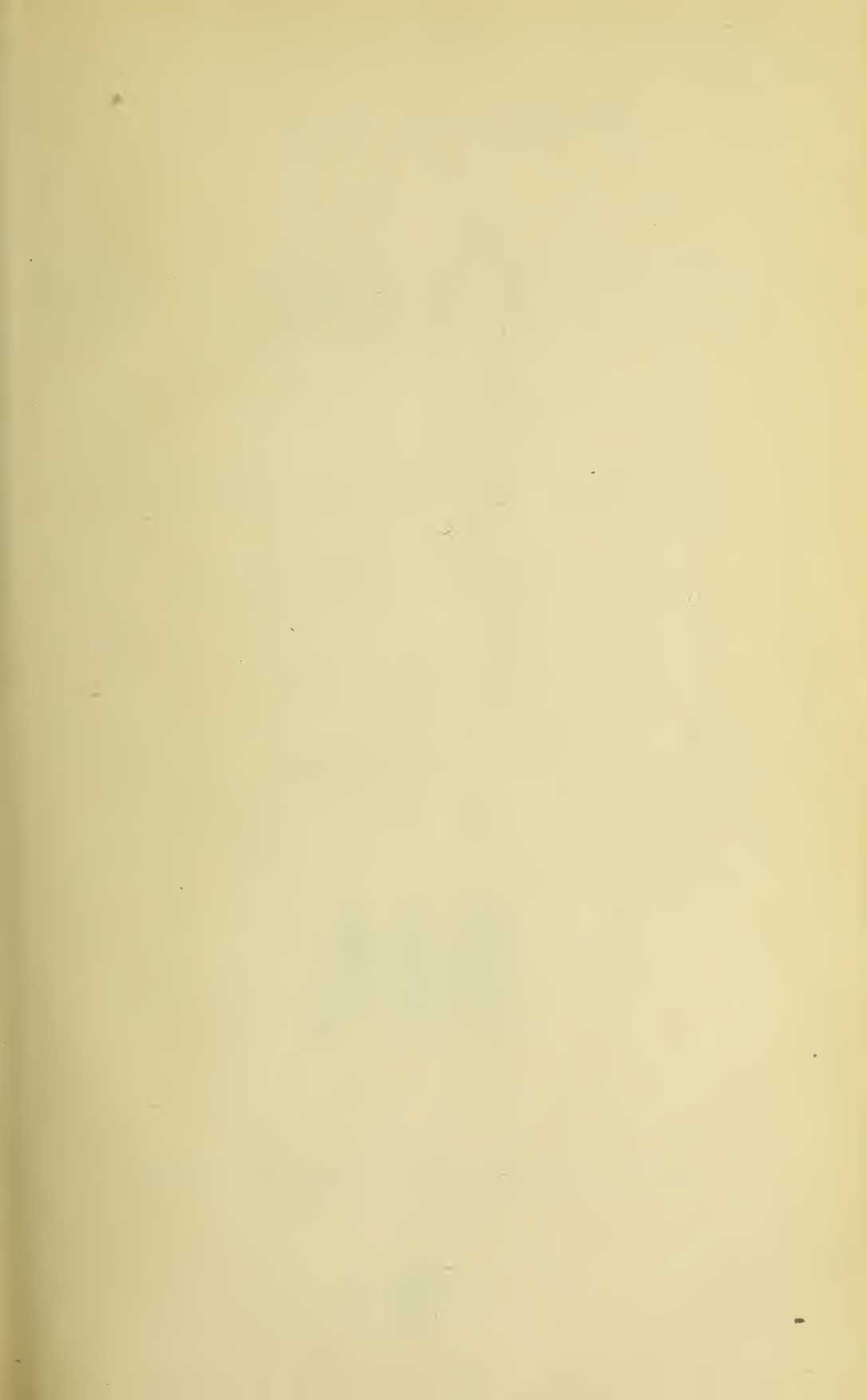
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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 1.

JULY, 1902

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The LABOUR GAZETTE wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,  
OTTAWA, July 15, 1902.

A feature of the present issue of the *Gazette*, which will be continued through subsequent issues, is an extensive review of the industrial and labour conditions of the month. Heretofore the *Gazette* has published information of this sort under the general heading of Reports of Local Correspondents, prefacing the reports with a general summary reviewing the important facts of interest to labour during the month. Hereafter the *Gazette* will give in some detail the main features of the industrial and labour world, in so far as they have an important bearing upon conditions in any of the several provinces of the Dominion. This general review of industrial conditions during the month will be followed, as formerly, by detailed information reported from the cities of the Dominion by the official correspondents of the *Gazette*.

The present issue contains an article on legislation passed at the recent session of the Dominion parliament affecting labour. In this article an attempt has been made to direct attention to the several measures

which, either directly or indirectly, are likely to be of immediate concern to employers and employees.

The session of the Legislature of British Columbia ended during the month of June, and its legislation was marked by the passing of several important Acts having an immediate bearing upon the condition of labour in that province. A special article treating of this legislation appears in the present issue of the *Gazette*.

The strike of the employees of the Toronto Street Railway, which commenced on June 21, was the occasion of more general interest than any other industrial event of the month. Of special importance in connection with the settlement of this strike were the voluntary efforts towards conciliation of a committee of the Toronto Board of Trade, to the success of which the speedy termination of the strike must be credited. As an example of the successful working of voluntary conciliation, and the important part which this method of adjusting disputes may play in the preservation of industrial peace, too great emphasis cannot be laid upon the significance of this friendly mediation. The present issue contains a special article dealing with the strike and the work of the voluntary conciliation committee of the Toronto Board of Trade.

A review of that part of the report of the Commission on Oriental Immigration into Canada, which has to do with Japanese immigration, and an account of the trade disputes in Canada during the month, are other important features of the present issue.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JUNE.

## I. GENERAL SUMMARY.

THE month of June saw few changes in the general industrial and labour situation throughout Canada. The prosperity which has been so marked a characteristic of the present year in all branches of industry continued, for the most part under the same general outline and with conditions differing only in degree from those of May. Thus there has been a decrease in the number of industrial disputes reported during the month, but the general features of the strike situation are the same as during the month previous, demands for increased wages furnishing as before, in the bulk of instances, the chief grounds of contention.

## Increases in Rates of Wages.

In the June issue of the *Gazette* a special article was devoted to the subject of the spring changes in the rates of wages, and it was remarked in that connection that although sufficient details as to the progress of the movement were at that time obtainable to permit of some attempt at generalization, the movement was not to be regarded as at an end, and that further reports of increases in various industries and localities, belonging to the same general movement, were to be expected from time to time. This has been verified by the experience of the past four weeks, and although the increases to the general wage scale of labour reported during June have been few in number when compared with the records of April and May, the phenomenon is still of sufficient magnitude to be considered as constituting one of the most important industrial features of the month.

## Extent of the Movement.

Geographically considered, the June increases of wages have affected the whole Dominion from Nova Scotia, where coal workers at Halifax were restored to the 30 cents an hour rate, and Prince Edward Island, where farm labourers

are receiving the highest wages paid in many seasons, to British Columbia, where common labour and railway employees have obtained substantial increases. Thus, in St. John, N.B., ship labourers received an advance of 5 cents an hour, shingle sawyers and bunchers were advanced to \$2 and \$1.80 per day respectively, while marble workers received a very material increase. Granite cutters at St. George, N.B., also received a 10 per cent increase and a 9-hour day. In Quebec city the arrangement of new wages scales has been the cause of much industrial unrest during the month. In Montreal, from 300 to 400 moulders were granted improved conditions, \$2.40 per day being the minimum scale they will receive after July 1. In Ottawa, also, moulders were advanced to the same rate of remuneration, while machinery men received increases of 10 per cent, and printers and pressmen an increase of \$2 per week, bringing the minimum scale in the latter trade up to \$15 a week. At Toronto the movement toward a higher wage scale for workmen was continued with perhaps more marked result than at any other single point in the Dominion. Machinists and street railway men have been advanced; sheet metal workers have received an increase of 2½ cents an hour all round, 25 cents an hour being now the minimum wage for this class of labour; and employees in furniture factories are another class which have received a substantial increase in wages. In Hamilton unskilled labourers on certain jobs have been increased from 18 to 20 cents an hour, and electrical workers and linemen have obtained improved conditions from their employers. At Brantford corporation labourers have received a reduction of one hour per day in the hours of labour and a half holiday during the week, and carpenters at London have received a reduction of three hours on Saturday in hours of labour. At Guelph, carpet weavers also have ob-

tained an improved scale of prices. Many classes of workmen in Winnipeg have received increases, and the tendency has been the leading feature in the labour situation at that point throughout the month. Farm labour in the west is receiving high rates of remuneration.

### Increase among Railway Employees.

A notable feature of the movement towards a higher scale of remuneration for labour during the month has been the extent to which the employees of railway companies have profited by the change. Six hundred bridgemen and watermen on the C.P.R. system have received an advance in the minimum wage scale from \$1.40 to \$1.65 per day, with corresponding increases in the higher grades, amounting to an average of 15 per cent. Trackmen on the Eastern Division have also been advanced, and about 1,600 telegraphers were granted a new minimum scale of from \$43 to \$45 a month, according to seniority, with \$95 as the minimum wage of a train dispatcher. On the 14th of the month the board of arbitrators engaged at Toronto in continuing the adjustment of the scale of wages for the trackmen of Ontario reported their award, which had the general effect of raising wages 15 per cent all round. At Montreal, C.P.R. moulders got a 10 per cent increase, and in Manitoba, carpenters, machinists, boilermakers, and others, in the employ of the company received an advance of from 2 to 3 cents an hour. In British Columbia freight handlers were raised. On the G.T.R. system, yardmen and bosses on the middle division were granted 10 cents an hour advance, making the scale uniform for all divisions of the road east of the St. Clair and Detroit rivers. Telegraphers on the G.T.R. also received an advance.

With the exception of the railway employees it is difficult to specify any particular industry, with the added exception perhaps of farm labourers which has been particularly affected during the month.

As in the case of the article on the wage situation in the *Gazette* for June, these instances are not to be taken as furnishing an exhaustive statement of all increases granted in wages during the past month, but sufficient are given to show, in connection with the former article, the extent and general tendencies of the movement since the beginning of the year.

### The Crop Outlook.

Among the leading industries of the country, agriculture has, perhaps, furnished the chief subject of discussion during the month, owing to the important effect of the weather at this season of the year. On the whole, though the prevailing wet and cold weather of the month has retarded growth, the outlook is promising for a fair yield of agricultural products. The May Crop Bulletin of the Ontario Department of Agriculture stated that little damage has been done by Hessian Fly and that the prospects on June 1 were better than at any time within the past six months. Spring crops, according to the bulletin, had been planted much earlier than last year, seeding being in some cases completed by the first of May. The seed bed was also reported in excellent condition, and the catch one of the best in years. Clover in particular was stated to give promise of an exceedingly heavy yield. Fruit prospects, on the authority of the inspector of the department, were also considered fair throughout the province, only slight injury having been done by the early frosts, and there being a marked decrease in the number of noxious insects. At the time of the issue of the bulletin, however, it was too early to attempt an estimate as to the probable range of fruit prices for the coming season, as based upon the prospective yield. Apples will be a good average crop, and while the large yield of pears, plums and peaches is not anticipated, the quality, it is thought, will be above the usual. A more serious problem, in certain districts of the province, than that represented in the crop outlook, is the obtaining of the farm labour necessary to cultivate and harvest it.

### The Outlook in the West.

In Manitoba and the North-west Territories, also, the month opened with conditions uniformly favourable to a satisfactory agricultural year. The acreage under crop this season, according to a bulletin issued during June by the Provincial Legislature of Manitoba, shows a considerable increase over the figures of last year. This official estimate gives 2,039,040 acres as planted in wheat, 725,060 in oats, 329,790 in barley and 41,200 in flax, or an increase of 223,149 acres in the area of land under grain crops over last year, an increase which has swelled to 227,606 in the total number of acres planted. In spite of the fears expressed early in the season that the backward weather would have the effect of contracting the wheat area, a gain of 27,205 acres in wheat lands is reported, the number of acres in wheat in 1901 being only 2,011,835. Ten thousand cattle were fattened during the winter in Manitoba, and there are 8 creameries and 33 cheese factories now in operation in the province. The crop bulletin dated June 1, but basing its estimate on conditions existing up to the 10th of the month, reports the situation on the whole as satisfactory as could be expected. A significant feature in this connection is the scale on which both of the large railway systems of the Dominion are, after a careful survey of the situation, adding to their rolling stock in anticipation of an abundant return from the season's operations.

### Other Trades and Industries.

Conditions in the other leading trades and industries of the country continue with little change from those of last month. A satisfactory output is reported from the mines, except in British Columbia, where the depression reported earlier in the season, and the consequent curtailments in the working crews, is still in evidence. In the lumbering industry an event of importance during the month was the annual timber sale conducted by the Department of Crown Lands of the province of Quebec, from

which \$68,210 was realized. In British Columbia, judging by the number of applications for permission to cut timber on Crown lands, which were issued by the provincial authorities during the month, the industry is in a particularly active and prosperous condition throughout the province. Timber-cutting, saw-milling and shingle manufacturing are being carried on to the full capacity of the respective branches of the industry. Large bodies of timber in new localities are being opened up, and a still further increase of the number of mills is contemplated. During the month the British Columbia government gave its final decision absolutely prohibiting the granting of special licenses providing for the exportation of logs cut upon lands which are not Crown granted. In Ontario, Quebec and New Brunswick the heavy rains of the first few weeks of the month greatly helped lumbermen with their drives, and the situation in these provinces with regard to the number of logs hung up in the woods owing to the early opening of spring has been greatly alleviated. A large quantity of the early cut of the spruce mills has been already contracted for.

The building and allied trades still continue to show the greatest signs of activity. By way of example it may be stated that the number of building permits issued in Toronto during May showed an increase of \$325,222 over those of last year, and for the period from January 1 to May 31, an increase of \$730,669 over last year. Activity, however, is general in the various trades, and is by no means confined to any particular group of trades or to any particular locality.

### General Trade Conditions.

The wet weather, which has been the leading factor in the crop situation, has also operated as the most adverse circumstance of the month affecting retail trade conditions throughout the country. As was the case in May, sales of summer dry goods have been materially lessened in con-

sequence of the prevailing cool weather, and although the situation is perhaps most marked in this respect in Ontario, the experience has been very general. The hardware trade is reported as thoroughly satisfactory, and there has been a decrease in the number of business failures as compared with June, 1901. In staple products the trade outlook is on the whole satisfactory. The postponement of the coronation of His Majesty occasioned, in some instances, losses in the towns and cities of the Dominion in which celebrations had been arranged.

The foreign trade of the country continues to increase in volume. Imports for May, showed a gain of \$359,129 and exports a gain of \$4,079,060 over the returns of the corresponding month of last year. The latter very pronounced increase is due in the main to the splendid showing in exports of agricultural and dairy products and of cattle, the following being the chief items in this connection: Peas, \$104,118, increase, \$37,637; wheat, \$2,858,505, increase \$2,503,815; flour, \$312,548, increase \$92,105; hay, \$360,248, increase \$166,956; potatoes, \$122,505, increase \$95,046; cattle, \$1,169,955, increase \$650,316; butter, \$126,417, increase \$87,234; cheese, \$542,041, increase \$135,655; bacon, \$1,181,083, increase \$96,489.

On June 12, the trade statement issued by the Customs Department of the Dominion showed an increase in the aggregate trade of the country, for the eleven months ended May 31, of about \$33,500,000. The imports for the eleven months of the current year as compared with the same period of 1900-01, are as follows:—

	1901.	1902.
Dutiable goods . . . .	\$ 95,162,484	\$105,727,749
Free goods.. . . .	63,582,578	70,051,391
Coin and bullion.. . .	3,457,427	4,984,692
	<hr/> \$162,202,489	<hr/> \$180,763,832
Duty collected... . .	\$ 26,174,771	\$ 28,954,796
Increase.. . . .	2,780,025	.....

The exports are as follows:—

	1901.	1902.
Domestic.. . . .	\$155,463,429	\$172,925,945
Foreign.. . . .	15,806,945	13,252,818
Total.. . . .	<hr/> \$171,270,374	<hr/> \$186,178,763
Increase.... . . .	..\$ 14,908,309	

Thus the total aggregate trade of the Dominion for the first eleven months of the present fiscal year was \$366,952,595, as compared with \$333,472,863 for the same time last year, a gain of \$33,469,732. An increase from all sources of production, with the single exception of mines, is represented in these figures. In animals and other produce there is a gain of more than three million dollars; in agriculture of eleven million dollars; in manufactures of more than two million dollars; in produce of the forest of more than one million dollars, and in produce of the fisheries of about three million dollars. The mines alone show a decrease of about three million dollars.

The revenue of the country for the eleven months ended May 31, was \$51,279,346, as against \$46,571,284 last year.

### Annual Bank Statements.

A number of the leading banks of the Dominion held their annual meetings of shareholders during the month of June, and the increase in the banking business of the country, which was very generally indicated in the directors' reports presented, and which may be taken as reflecting the general prosperity of the country, makes the various statements submitted of considerable interest and significance. Within the past five years the total assets of the banks of Canada have increased from \$243,400,000 to \$448,800,000, the deposits from \$196,700,000 to \$339,000,000, and the note circulation from \$30,800,000 to \$50,700,000. The annual report of the Bank of Montreal for the present year, which was presented on June 12, shows these tendencies as still in full continuance. As a result of the 84th year's business of the bank, a net profit of \$2,365,856, or a gain of \$63,630

for the last year, is declared. The available assets have increased about ten millions, deposits have grown by \$14,139,000, and loans and discounts by \$4,360,000, while \$525,000 has been added to the circulation. Of special interest also in this connection is the following extract from the address of the general manager to the shareholders at the annual meeting :—

Generally speaking, the past year has been a prosperous one for Canada, and so far the hand of the commercial barometer still stands at 'fair'. The revenues of the country are large; railway earnings are steadily increasing; farmers are prosperous; the outlook for lumber is improving; and the tide of immigration has set in with greater volume, ensuring to Western Canada, and indeed to the whole country, more rapid progress in population and material prosperity. The natural resources of the country are being steadily developed, the output of coal is increasing, and it looks as if we were on the eve of important results in the iron and steel industry.... There have been exceptions, and some industries have not shared in the general prosperity, but these can in most cases be traced to undue competition and bad management.

The Union Bank of Canada also held its annual meeting during June, and reported the year sufficiently prosperous to justify an increase in the dividend of from 6 per cent to 7 per cent for the half year just terminated; after adding \$100,000 to the reserve fund. Three new branches of the bank have been opened in the West and one new branch in Ontario. It was also recommended by the directors that the working capital should be raised from two million to three million dollars, the gains on the present year's operations being more than 12 per cent on the present paid-up shares. The Imperial Bank of Canada also experienced an increase of business during the fiscal year just ended, and will add \$500,000 to its capital 'in order to enable it to avail itself of present opportunities and provide for future growth.' The Ontario Bank announced on June 17 an addition of \$75,000 to its reserve, after paying the usual dividend, while the Hochelaga Bank added \$200,000 to its reserve out of profits amounting to \$199,525 and premiums on new stock totalling \$116,750. The Merchants Bank of Canada, which also reported for its financial year during the month, earned 9 per cent on its paid-up

capital, out of which it added \$100,000 to its rest account, bringing this up to 45 per cent of its capital, and \$15,000 to the officers' pension fund, after paying a dividend of 7 per cent per annum. The strengthening of reserves and the additions to capitalization recorded more particularly in the above instances, are reported to be typical of conditions which prevail in the banking business to a greater or less extent throughout the Dominion.

### Boards of Trade Conference.

In connection with any review of the general business situation in Canada during the past month, mention should be made of the conference of over one hundred representatives of the various Boards of Trade throughout the Dominion, held in the city of Toronto on June 4 and 5. Although every Canadian Board of Trade was not directly represented at the meetings, many which did not send delegates presented their views on a number of the topics discussed by resolutions forwarded to and read at the conference. The result was a valuable exchange of expert and local knowledge on the subject of trade conditions and the present drift of commercial opinion in Canada. Among the measures recommended by the conference may be mentioned the following: the establishment of a Canadian fast Atlantic line, and of a direct steamship line between Canada and South Africa; the appointment of official commercial agents to represent Canada in the chief cities of the new and old world; the lowering of newspaper postage between Great Britain and Canada to the domestic rate; the establishment of a Canadian depot of exhibition in London; an all-British cable service around the world; the abolition of the British embargo on Canadian cattle, and preferential trade within the empire.

### The Immigration Movement.

At the close of the fiscal year on June 30, an unofficial estimate places the number of immigrants who were passed into the Dominion during the preceding twelve months in the neighbourhood of 65,000. For

the eleven months ending May 31, returns received by the Department of the Interior show a total of 53,834 immigrants entering the country, of whom 14,209 were from Great Britain and Ireland, 21,377 from the United States, and 18,248 from the countries of continental Europe. The increased scale on which immigration into Canada has been conducted during the present season has been alluded to in the May and April issues of the *Gazette*. It will be still more plainly understood when it is pointed out that the returns for the entire twelve months of the year 1900-01 were 4,685 less than for the first eleven months of the present season, being only 49,149 immigrants in all, to which total Great Britain contributed 11,810 or 2,399 less, the United States 17,987 or 3,390 less, continental Europe 19,352 or only 1,104 more. The season of 1900-01 also, it should be remarked, showed an improvement almost as great proportionately over that of 1889-1900.

Entries for free lands in Manitoba and the North-west Territories are very largely in excess of last year, the eleven months of the present fiscal year showing a record of over 11,000, while those of the whole season of 1900-01 amounted only to 8,167.

A notable feature of the past month in the movement has been the number of farm hands from Great Britain arriving in Canada. Of these, Ontario absorbed a large proportion, owing to the scarcity of labourers of this class already mentioned as a consequence of the movement of agricultural labour from the older provinces into the west. Returns from Canadian immigration agencies situated in Great Britain state also that at least 2,000 additional men of this class are available as immigrants if places in Canada can be assured for them.

### Colonization in Ontario and Quebec.

The eastern townships of Quebec also received during the month of June a number of new settlers, chiefly from England, of a very desirable quality. Several other portions of the province benefited in

this respect as well, 215 new settlers having taken up lands in the new areas of the province between April 30 and May 31 alone. During June, also, the Quebec Provincial Government decided on the personnel of the new Colonization Commission under the Act passed at the last session of the Legislature authorizing the organization of a commission to assist in the advancement of colonization interests and in the development of forest industries.

Other features of the month in the colonization movement have been the continued influx of settlers into the Lake Temiscaming district, Ontario, where every available lot is now reported taken up, the building of roads for the further opening up of the district being urgently needed; and the movement looking to the settlement of the Buckley Valley in British Columbia, which is reported as fertile and well watered, and especially well adapted to stock-raising. The high rate of transportation into the latter district, however, is as yet a considerable obstacle in the way of its development, though exploration parties are at present locating a wagon road and the whole matter of the exploitation of the valley is being made the subject of official investigation.

### Conditions in British Columbia.

In British Columbia there have been no important changes in the labour and industrial situation during the month. The lumbering industry, as already pointed out, has been in an exceptionally prosperous condition. In mining dulness still prevails.

The jury on the inquest held to determine the cause of the Crow's Nest Pass Coal Company at Fernie, returned the following verdict:—

'We find the initial cause of the explosion, being at a point in No. 2 mine not clearly defined, and that said initial cause extended from the said undefined point throughout the greater portion of No. 2 and No. 3 mines. Coal dust was the conveying medium, and we find in consequence that the inadequate method of watering and removing the dust left the mine in such a condition as to be dangerous and thereby provided a medium whereby the cause was augmented and intensified.

'We recommend the Government to take such steps to enforce the immediate installation of

the most approved system of watering for al-laying dust in coal mines, and that a more thorough inspection be adopted at these mines, throughout the old workings and rooms contiguous to the air channel that are not being worked; and finally that the safety explosive and most approved safety lamps be hereafter used.'

During the month a disastrous fire at Michel, also on the property of the Crow's Nest Pass Coal Company, caused great distress, 24 miners' houses being destroyed.

On June 11, the Provincial Legislature passed a resolution protesting against the alleged intention of the government of the United States to give authority to kill all male and female seals, with the exception of 10,000 females and 1,000 males, in the event of a *modus operandi* prohibiting the killing of seals not being arrived at on the opening of the pelagic season of the present year.

### Notes of the Month.

During the month, important improvements to the channel of the St. Lawrence were carried out.

Between 500 and 600 tons of steel rails were being manufactured daily at Sault Ste. Marie.

An eastern townships branch of the Canadian Mining Institute was organized at Sherbrooke, Que.

Final arrangements in the matter of the amalgamation of the Dominion Iron and Steel and Dominion Coal Companies were effected.

The price of coal, owing to the continuance of the strike of anthracite coal miners in Pennsylvania, advanced at several points in the Dominion.

There was a marked decrease in Montreal in the number of small stores open on Sunday. The Sunday selling by-law in that city was amended.

The general committee of the Order of Railway Telegraphers of the C.P.R. decided that the Chairman in future should devote his whole time to the business of the order, and be paid an annual salary.

The ability of Canada to furnish home capital for large investments was shown by the oversubscription of the bond and preferred stock issue of the Ogilvie Milling Company at a time when there were many demands on the investing public.

The city council of Ottawa approved of a resolution to make application to the Provincial Legislature at its next session for permission to operate an electrical railway in the city, or to acquire the property of the present railway after its franchise terminates.

## II. REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

The past month has exceeded in general activity the previous month, and, for the season, has been an exceptionally busy one, in some cases the supply of labour being unequal to the demand. Work on the new custom-house and on Imperial constructions has added to the activity of the *building trades*, though a slight relaxation in ocean traffic is evidenced. One failure of a retail dry goods establishment was reported during the month. The labour market is free from unrest, and indications for the con-

tinuance of this condition are favourable. A notice of motion introduced at a recent meeting of the Trades and Labour Council, requiring all trades unions in affiliation to receive the sanction of the council before entering into a strike will have, if passed, a tendency to lessen the number of disturbances in the labour field. The coal workers, who had been reduced from 30 cents to 25 cents per hour, are now receiving the original rate of 30 cents an hour.

The mackerel season, contrary to expectations, has been a failure.

The *cabinet-making and upholstering trades* continue to give promise of a period of renewed activity.

Conditions are at their best in the *building trades*; for *carpenters* the demand is in excess of the supply.

*Lathers and plasterers* report business only fair.

*Painters* are very busy.

*Plumbers and gas and steamfitters* are fairly well employed.

*Stonecutters and builders' labourers* report plenty of work.

*Moulders* are busy.

*Coremakers, machinists, steam engineers, electrical workers and linemen* are fairly busy.

*Metal workers* report favourable conditions, and the *wood-working and furnishing trades* are generally busy.

Among *printers and pressmen* conditions are better than during May.

*Delivery employees, hotel, restaurant and theatre employees and laundry workers, &c.,* are busy.

*Railway men* report the usual summer activity.

*Ship labourers, longshoremen, street railway employees, cab drivers, carters and draymen, &c.,* have had a fairly good month.

### District Notes.

*Sydney*.—All branches of labour are busy. The *printing trade* is very active.

*Springhill*.—A strike of miners, on account of a reduction in the scale of pay, was amicably settled.

### CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, Correspondent*, reports as follows :—

The condition of the labour market during June was fully as favourable as in May, the demand being slightly in excess of the supply. Industrial activity was increased by the addition of a *starch factory* in Charlottetown. There was also exceptional activity in the *building trades*, particularly in the country, where the farmers have made extensive improvements to their

dwelling and barns. In the city a number of *woodworkers* have been employed overtime. Commercial activity was greater in June than in May. There was an increased export and import trade, the large shipment of lobsters from the province being a feature. *Banks* report business good. Unfavourable weather on market days during June, by lessening the attendance of people from the country, had a deterrent effect on the retail trade in the city. Towards the last of the month the *tourist trade* had begun. *Wholesale trade* in June compared favourably with that in May. No changes in hours or rates of wages were reported, and the relations between employer and employee were undisturbed throughout the month.

Though the season is about two weeks behind that of last year, the *crops*, with the exception of hay, promise well. The *cheese factories* are now well under way, but the yield of milk so far does not come up to expectation, owing to the state of the pastures on account of the cold weather. The success of the *fruit growing industry* for this season is now practically assured, unless extraordinary conditions intervene. Danger from frosts is over and a long continued drought is alone to be feared. The good results of the tour of travelling instructors are already quite manifest in better cultivated orchards, cleaner trees, and a more enthusiastic interest in the work.

Stormy weather has interfered with the *fisheries*, the yield being less in June than in May, especially in the lobster fishing. The unprecedented success of the early season will ensure against loss on the whole.

The few *manufactures* in the province have been steadily carried on without diminution in the output.

There are no *mines* in the province, but an expert is now at work boring for coal in Prince county.

The construction of the *Southern Branch Railway*, the straightening of curves on the main line, and the building of the

Hillsborough Bridge, involving an expenditure of over two and a half millions, are being vigorously pushed, and give employment to over six hundred men. There is still a demand for *masons* for culvert construction, and good *labourers* need not go idle if they choose to work on the railway.

*Farm labourers* have not received as high wages in years though the demand was greater in May, during the cropping season, than it has been in June.

*Bricklayers and masons* are busy, but very few are required in the province.

*Carpenters and joiners* have had an exceptionally busy month, some working overtime.

*Lathers and plasterers* found more work in June than in May.

*Painters* have had more outside work in June, especially throughout the city, where improvements on dwellings have been carried on to a greater extent than usual.

*Plumbers, builders' labourers and stone cutters* have all been employed.

*Iron moulders, iron workers, machinists and engineers* have been kept steadily employed.

Owing to the concentration of the plants of the amalgamated lighting companies, linemen have been especially busy this month in re-arranging the wires.

*Blacksmiths, boilermakers and bicycle workers* report a good month.

*Upholsterers and car builders* have been steadily employed.

*Carriage builders* have been busy, especially with repairs.

The demand for *printers* remains slightly in excess of the supply.

*Bookbinders* have had an exceptionally busy month.

*Journeyman tailors and garment workers* have not been so busy as in the past month of May.

*Boot and shoe workers* have been steadily employed.

*Bakers and butchers* report no change from last month.

*Tanners and curriers* have been busy.

*Barbers* have found June a better month than May.

*Clerks* have found steady employment.

*Hotel, restaurant and theatre employees* have been fairly busy.

*Steamboat men, ship labourers and long-shoremen* have handled an increased amount of freight during the month of June.

*Teamsters and expressmen* have been busy.

The macadamising of the city streets, the laying down of pavement sidewalks, the setting out of trees and other improvements have given considerable employment to *unskilled labour*.

## ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent*, reports as follows:—

Conditions in the labour market continued active during the month, the various trades being fairly well employed. One contractor advertised for ten hod men, offering \$1.40 per day. It is intended to add another story to the immigration building at West St. John, work on which will be commenced at an early date. Application for incorporation has been made by the Carleton Foundry Company, Limited, with a capital of \$6,000. The new company will acquire and carry on the business now conducted by Haslam, Irons & Co. Great activity prevails in *commercial circles*, the bank clearings for the four weeks ending June 26 being \$3,716,238, while those of the corresponding period last year were \$3,118,324, an increase of \$597,914. Business also continues brisk in the wholesale and retail trades. On June 2 the shingle sawyers and bunchers started work at another advance in wages to \$2 and \$1.80 respectively. On June 10 the Ship Labourers' Union entered into an agreement with the leading shippers for 35 cents an hour, an advance of five cents.

*Agriculturists* report that crops are pretty well advanced notwithstanding the cool weather.

The harbour *fishermen* had good success in gaspereau and shad catches. The salmon fishing has only been fair. Reports from Deer Island say that small herring are generally scarce.

The *lumbermen* have been successful in getting all their lumber down the St. John River, and the stream drivers were busy in consequence.

Work on the I.C.R. improvements was suspended, thus throwing a large number of men out of employment.

*Bricklayers and masons, carpenters and joiners* are all employed.

*Painters, decorators and paperhangers* continue busy with fair prospects.

*Builders' labourers* were in demand.

*Iron moulders* report work good, although the strike begun in April, 1901, still remains unsettled.

*Bicycle workers* are kept busy making repairs.

*Horseshoers* say that work is plentiful. Several firms have decided to grant the Saturday half holiday during July and August.

*Shingle sawyers and bunchers* report work very brisk.

The *printing business* continues good, *pressmen* in some cases working overtime.

*Bookbinders, journeymen tailors, cigar-makers, railroad trackmen, freight handlers, ship labourers, teamsters and expressmen* are all well employed.

In *unskilled labour*, business has been good, and men scarce.

### District Notes.

*Campbellton*.—Fenderson's shingle and rotary mill was destroyed by fire June 9. Loss about \$5,000.

*Fredericton*.—It is expected that the Victoria mills will commence sawing July 1, and employ upwards of 100 hands.

*Gibson*.—The general pay roll of the Alexander Gibson Railway and Manufacturing Company for the four weeks ending May 24, was \$47,400.

*Memramcook*.—The first oil well was shot on June 20. This well will yield from 20 to 50 barrels per day, and the oil in the well on June 20 was 150 feet deep.

*Red Rapids*.—On June 11 the large saw mill of James McNair, situated at this place, on the Tobique River, was destroyed by fire.

*Sackville*.—An attempt was made to settle the strike of the moulders. The employer made some concessions in the matter of wages, but objected to two demands made by the men that he should dismiss the non-union hands, mostly boys, and convert his foundry into a union shop. The strike is still unsettled.

*St. George*.—The strike of the *granite cutters* ended June 18, their demands having been acceded to. The men get a nine hour day and ten hours pay, and five cents per foot for piece workers, which is equal to a raise of 10 per cent.

### QUEBEC, QUE., AND DISTRICT.

*Messrs. Ed. Little and P. J. Jobin, Correspondents*, reports as follows :—

The month has not, on the whole, been as favourable for labour as May. Owing to the prevailing cold and wet weather there has been much lost time, estimated to amount, for branches of some of the trades, to one-third of the month. This was partially offset by the opening of the summer tourist season and the annual meetings of a number of associations held in the city. Among the latter may be mentioned the meeting of the Canadian Electrical Association, of the Medical Congress of French-speaking physicians of North America, the festival of St. Jean Baptiste Day and the fiftieth anniversary of Laval University. *Hotelkeepers, boarding-house keepers, cabmen, carters, &c.*, were particularly benefited. Another feature of the month has been the large amount of *pulp wood* exported from this port.

The *builders' labourers*, to the number of 450, went out on strike on the 16th for an increase in pay from \$1.25 to \$1.50 per day. Some of the strikers paraded the streets, stopped work in course of construction and assaulted a contractor. Seven arrested on the last charge were brought before the police court and discharged on suspended sentence. After four days the men returned to work without gaining their demands.

The dispute between the *ship labourers* and the Leyland Line, with regard to the scale of wages to be paid for loading the company's vessels, has been an important feature of the month in labour circles. A special meeting of the Board of Trade was held on the 27th instant to consider the difficulty, and correspondence has passed between the ship labourers, the mayor, and the Great Northern Railway Company with regard to this matter. The trade has had a very poor month.

*Crops* throughout the district are reported in a backward condition, owing to the unfavourable weather. Saw mills are now in full operation, and the cut is expected to equal that of last year.

In the *building trades*, *bricklayers*, *masons*, *stonecutters* and *builders' labourers* suffered from unfavourable weather. *Lathers*, *plasterers*, *painters* and *plumbers* and *joiners*, however, were well employed.

In the *metal working trades*, *moulders*, *iron workers* and *machinists* were busy.

*Riveters*, *caulkers* and *iron shipbuilders* and *boilermakers* were also well employed.

*Linemen* report plenty of work.

*Printers* and *pressmen* are well employed.

In the *clothing trades* work has been plentiful.

*Boot and shoe workers* and *tanners* and *curriers* report conditions dull with several men idle.

*Barbers* report active conditions.

In *railroading* the month has been a busy one, and large months have been worked by many of the men.

A branch of the International Brotherhood of *Marine Engineers* was organized during the month.

Work in connection with the new conveyor from the Great Northern elevator at Point à Carcey was unexpectedly stopped on the 13th of the month and the men discharged. Work, however, was again resumed on June 30.

The brickyard at Stadacona installed four new machines during the month, and has now a daily capacity of 100,000 bricks.

The Dominion Government has awarded the contract for repairing the Lévis forts, which will give employment to a number of masons.

#### SHERBROOKE, QUE., AND DISTRICT.

*Mr. H. Logie*, Correspondent, reports as follows :—

During the month of June the general condition of the labour market in this city and district has remained about the same as during May. Activity continues in all branches of industry, particularly in the *building and allied trades*. The wet weather has retarded operations somewhat, but the time thus lost by builders has given *woodworkers*, and others, an opportunity to catch up so that the trades, on the whole, keep good, and many large contracts are being carried out. *Bricklayers* will be continuously employed until well into the season, judging by the amount of work ahead. During the month the only unrest reported in labour circles was at the brick works at Ascot Corner, where a number of the *labourers* demanded an increase of pay. The employers refused and the men quit work only to remain out for a few hours, when they went back at the same rate. General prosperity prevails among all classes of citizens.

The continued wet weather has kept *crops* in a very backward state, and *farmers* say that unless conditions in this respect soon improve there will be a considerable shortage in all kinds of farm produce, with

the exception of hay, of which there is a large crop, though difficulty is being experienced in curing it. Last year's hay is bringing a good price. There is a good demand for *farm labourers* in this section, many farmers advocating that the attention of immigrants should be directed towards the fertile lands of the Eastern Townships. A farmer in Cookshire brought several farm labourers with their families from Scotland a few weeks ago. As many of the farms in this section are dairy farms, employment should be continuous the year round.

While the wet weather has been a great inconvenience to farmers, it has relieved many of the *lumbermen* who had their logs hung up in the smaller streams for want of water. The rivers have been swollen by the rain and the somewhat unusual sight of large 'drives' of logs in the early part of June was witnessed here.

The various *manufacturing industries* report plenty of work, with a full complement of employees.

The *mining industry* in this section reports favourable conditions. At a recent meeting of mining men, an *Eastern Townships' Mining Association* was formed, and a deputation was appointed to wait upon the government to obtain aid to build a smelter in Sherbrooke to treat the copper ore of the townships. There are fifteen copper mines within a comparatively short distance of this centre.

*Bricklayers* are still very busy, both in the city and in the district. A large hotel has just been completed, and brick additions have been begun on two others. The city council is having plans prepared for a new city hall and library at an estimated cost of \$51,000.

*Carpenters and joiners* are in good demand for house work.

*Lathers and plasterers* have enough work to keep them well employed.

While the *paper-hanging trade* is generally more active in the spring there is still a demand for good men.

*Painters*, in addition to work on new buildings, have been greatly in demand for job work on dwelling houses and business premises.

*Plumbers* are all at work.

*Builders' labourers* are in good demand.

*Iron moulders, machinists and electrical workers* are kept busy.

The *printing trade* is fairly busy, with a prospect of increased activity.

The unseasonable weather has affected the *tailoring trade*, and the orders for summer garments are somewhat slow in coming in.

*Bakers and confectioners* report business very good.

The *unskilled labour market* is exceptionally active, and men are in demand for all kinds of outdoor work.

### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent*, reports as follows:—

The condition of the labour market in this city is not as satisfactory as during May. The continuous rain had the effect of stopping work in the *building trades*, and *bricklayers* had to delay the execution of numerous orders. Several houses and stores, however, are in course of construction, and the Seminary is building a chapel which will cost from \$40,000 to \$50,000. The C.P.R. Co. has completed the filling of their wharf. Construction on a new wharf, necessitated by the increasing traffic of the port, will begin shortly.

The employees on the new elevator of the Dominion Iron and Steel Company went on strike for a weekly instead of semi-monthly payment of wages. The difficulty was settled at once, the men being out only half a day. Engineers are at work installing the machinery.

*Glovmakers* are very busy and command good wages.

*Cigarmakers* are all employed.

*Printers, machinists and bakers* are so busy that they have had to refuse or postpone orders.

*Tailors* are very busy, some of them having to work overtime to fill their orders.

Business in general is very satisfactory, especially in coal and wood.

## ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent*, reports as follows :—

Labour conditions have been very favourable since the opening of the month. The curing room which the Department of Agriculture is building is well advanced. The most active industries at present are the sash and door factories and the organ factory. No changes have occurred in the hours of labour nor in the rates of wages.

*Plumbers and gasfitters* have been well employed during the month.

There has been much work in the foundries for *iron workers and helpers*.

*Machinists* are working ten hours a day.

In the *wood-working and furnishing trades* employees are kept very busy.

*Journeyman tailors* were very busy during the month.

There is only one *boot and shoe factory* in operation, but work in it has been very plentiful.

*Bakers and confectioners* are very busy.

*Barbers* are doing a good business.

## MONTREAL, QUE., AND DISTRICT.

*Messrs. Joseph Ainey and J. S. Fitzpatrick, Correspondents*, report as follows :—

Conditions in the labour market remain with little change from last month, and are generally favourable, a scarcity of workmen being reported in several industries. Factories are running full time, and in many

instances cannot keep up with orders. There is exceptional activity among *shirt-makers and railway men*. A new company, the Locomotive Machine Company, of Montreal, was incorporated for the manufacture of engines, &c. Business has been fair during the month.

After several weeks' negotiations *iron moulders* have obtained an increase in wages amounting to 25 cents a day. This will make their earnings amount to \$2.40 per day after July 1.

*Longshoremen* have been very busy at low wages.

The *printing, clothing, boot and shoe manufacture and leather-cutting trades* have been active.

*Cigarmakers* are busy.

*Blacksmiths* report plenty of work and wages satisfactory.

*Furriers* are very busy.

*Freight handlers* are very busy.

*Metal workers, boilermakers and woodworkers* are all well employed. All branches of the *building trades* are busy, especially bricklayers, carpenters and joiners. Good carpenters are constantly in demand.

## HULL, QUE., AND DISTRICT.

*Mr. R. Laferrière, Correspondent*, reports as follows :—

Unskilled labour conditions in this district are still dull, the expected corporation works not being started yet. Better conditions prevail, however, in the *cheese-making and mining* industries, but the outlook for July, especially in the *building trades*, is not encouraging. Special activity is evidenced throughout the district in the saw mills. The Ritchie Brothers Co., which is sawing for the Hull Lumber Co., is employing two squads of men on day and night work. The Owens saw mills at Montebello are running to full capacity, paying an average of \$1.25 per day for 11 hours' work. The Hull mills pay between \$1.35 and \$1.50 for 10 hours' work.

No strikes or lockouts have taken place in this district during June.

The month's rain did not materially affect the crops. Fruits and forage are abundant.

The continuous rains have greatly helped the *lumbering industry*.

Good prospects are held out for *mica mining*.

The causes, in part, for the bad outlook in the *building trades* are the cessation of work on the large building of the Ottawa and Hull Water and Power Co., and the absence of work in the shipyards, the fleet having no more repairs to be made. There is also a lack of general construction work in the city. A good many *masons* are idle or are working only half time.

The government gave employment to a few ship-builders on Lake Temiscaming, where a dredge is being constructed. A few more are working on the construction of three 50-foot steamboats at Mechanicsville.

Some 275 men are still employed at excavating and setting machinery in the Ottawa and Hull Water and Power Co., which intends undertaking further water power improvements when these are completed two months hence. The projected work will last two years.

#### OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, *Correspondent*, reports as follows :—

There was a good demand for men in all departments of industry during June and it has been a fairly prosperous month. The excessive rainfall interfered somewhat with *building operations*. *Factories* have been busy and the general tone of business in almost every direction good. *Merchants* report a fairly good trade although the unseasonable weather told against the sale of summer goods. Many demands for more favourable wage scales were presented during the month.

The rainfall did little damage to crops, in this district, but *farmers and gardeners* complain of the continued cool weather.

The lack of warmth has retarded growth, though with favourable weather during July and August a big yield may be expected.

*Lumbering operations* are active, and there is a market awaiting every piece of lumber piled in the yards. A great many river men have arrived with the drives and rafts, and will, according to custom, spend a month off work before returning to the woods.

The *building trades* report steady work except for delays occasioned by rain. While there are few big buildings going up, there is an unusually large number of private dwellings being erected and work is plentiful.

Several conferences were held between committees from the master plumbers and the plumbers union, on the subject of the wage scale, but a basis of agreement was not reached at the end of the month.

The *iron moulders* successfully conducted negotiations for increased pay. In common with stove plate moulders all over the country this branch of the trade was advanced to \$2.40 a day.

The *machinery and jobbing moulders* asked for a uniform minimum wage of \$2.25 a day. The wages at present average from \$1.70 to \$2 a day. After several conferences a compromise was effected, whereby the men receive an increase of 10 per cent from July 1, 1902; and the request for \$2.25 a day will be granted on January 1, 1903.

Two or three of the leading dry goods stores are closing during July and August on Saturday afternoons, but there is no immediate prospects of a general move in this direction.

The *Musicians' Protective Association* has now sixty-five members, embracing musicians of all classes, including brass band players, violin players, piano tuners, music teachers, &c.

Tailors unions were organized at *Peterborough, Pembroke and Cornwall* during the month.

## KINGSTON, ONT., AND DISTRICT.

*Mr. W. Kelly, Correspondent*, reports as follows :—

General conditions in the labour market were very satisfactory during June. There was abundance of employment in connection with the building trades, many contractors being unable to get sufficient help to carry on their work. Some trades, noticeably, the painters, report the busiest season in years. Local contractors have recently been awarded the contract for repairing St. Mary's Cathedral, which will include the building of new buttresses, small towers and other general repairs. The contract is a large one and will not be finished until October of next year. Recently, also, an option, for sixty days at \$9,000, was given to a local representative of an outside syndicate, on the *smelter* site. The proposal is to inaugurate an industry costing at least \$250,000, and to employ at the outset not less than 150 men. The *transportation and banking business* has been satisfactory. There have been no changes in rates of wages or hours of labour during the month, and no new strikes or lockouts.

The *machinists* are still on strike. Many have left the city and others are preparing to do so. One or two men from outside points have been given employment.

*Agricultural* conditions are backward owing to continuous cold and wet weather.

*Fishing, lumbering and mining* are fairly active, and *manufacturing* conditions are extremely good.

A large trade is carried on here in the collection and shipping of scrap iron, junk, old rubbers, &c.

Recently the Clarified Milk Company manufactured 2,500 lbs. of butter in a week, and reports an increased demand for other products.

*Woodworkers* are especially busy and report good conditions.

*Car builders* have been working overtime and at nights.

The *printing trades* report good business.

The *clothing trade* is active.

*Bakers, confectioners, &c.*, report only fair business, owing to cold weather.

*Cigarmakers* are doing a good business.

The *leather workers* are somewhat slack, and a few men have been laid off.

The *transport business* is extremely active.

*Unskilled labour* is fully employed.

## BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent*, reports as follows :—

The condition of the labour market during June has been very satisfactory. The month shows a decided improvement over the corresponding month of last year, and idle men who are willing to work are not to be found. There has been a steady demand for all kinds of workmen, especially in the building trades, and contractors complain of not being able to secure men. *Carpenters, stonemasons, stonecutters and bricklayers* have had a good month with good prospects ahead. Tenders are being asked for in connection with a new wing for Albert College, the work to be done this season. A new vault building is also being erected in connection with the county buildings, and a number of new residences are being projected. *Banks* report a good month. There have been large shipments of cheese, butter and eggs from this locality to the English market. *Merchants* also report business for the month very satisfactory, with, in some instances, 25 per cent increase in sales over the corresponding month of last year.

*Fishing* in the Bay of Quinte districts is good at present, and large quantities of pike, bullheads and other rough fish are being shipped to Buffalo every week.

*Lumbering* in this section is active at present. Rafts of timber are being sent to Quebec, and logs are being made up here in booms and towed to Deseronto and Trenton. Over a hundred men are employed in this work at present.

The local *manufacturing* plants are busy. The *Belleville Lock Co.* has found it necessary to enlarge its factory in order to fill orders.

*Bricklayers and masons* have all the work they can attend to.

*Carpenters* report the month better than any, either of this or of last season.

*Painters and decorators* report a busy month.

*Lathers and plasterers* report a good month.

*Plumbers* are very busy this month.

*Stonecutters* have plenty of work, contractors reporting a scarcity of men.

*Builders' labourers* have plenty of work.

*Iron moulders* report a good month.

The *machine shops* have plenty of work on hand.

In the *printing trade* the month has been a fairly good one.

*Tailors* report business good for this past month.

*Butchers* report business inclined to be dull, the price of cattle being very high.

The *cigar factory* has been busy for the past month, and has plenty of orders on hand.

*Barbers* report a good month.

Owing to the strike in the American coal fields, the *dockmen* report a poor month.

## TORONTO, ONT., AND DISTRICT.

*Mr. Phillips Thompson, Correspondent,* reports as follows:—

June, like May, has been characterized in labour circles by numerous strikes and disputes between employees and employed,

which have seriously affected the steadiness of employment in many lines. Except for the disturbance of conditions arising from this cause the general state of the labour market is excellent and nearly all classes of labour are in active demand. There is in fact a scarcity of skilled labour in some lines, and business conditions are favourable to a continued demand for labour in the leading lines of production. The housing problem is still a serious one, and the lack of accommodation for the steadily increasing population of the city continues to give an impetus to the building trade. Railroad and water traffic is very brisk, except in those departments affected by the coal strike in the United States.

*Bricklayers, carpenters, lathers, plasterers, builders, labourers,* and others engaged in the building trades, are having a busy season, though outdoor work has latterly been somewhat interfered with by the wet weather. The prospects are that building will continue active as long as the weather will permit, as was the case last year.

The strike of the *plumbers, gas and steamfitters* is still unsettled and there is consequently little doing in connection with these trades. The men ask an increase from 27½ to 37½ per hour.

*Painters and decorators* employed in connection with building contracts find plenty of work, but, outside of what is doing on new buildings, the trade is somewhat slack as is usual at this season.

The *metal trades* are prosperous.

*Moulders* are well employed.

The *machinists* have for some time been urging an increase of wages. The present minimum scale is 20 cents per hour for a ten-hour day, and the average wages paid is about 22 cents per hour. The men demand an increase of 15 per cent all round which has so far been generally refused on the ground that the employers at other points are paying lower wages. There are about 500 machinists concerned. A board of conciliation, comprising three employers

and three members of the union is trying to effect a settlement.

*Blacksmiths* are practically all employed and the shops are very busy.

*Boilermakers* report work plentiful and men in demand.

*Iron workers* have found abundance of employment since the settlement of the strike and the adoption of the new scale of 25-27½ cents per hour.

The *sheet metal workers*, whose agreement with their employers terminates on July 3, have been agitating for an increase in wages. Their present agreement calls for a minimum wage of 22½ cents per hour. The men asked for a flat rate of 30 cents. This was refused, but the employers submitted an offer of an advance all round on the present scale of 2½ cents per hour, making 25 cents per hour the minimum. Men now receiving 25 cents and 27½ cents will get 27½ cents and 30 cents respectively. On the 30th, the men agreed to accept this proposal.

Many of the *electrical workers* are still out on strike, but a number of the employers have conceded the terms asked.

The *wood-working trades* are generally prosperous. Out of the five branches affiliated with the wood-workers' council only two men are reported out of work.

*Wood-working machinists* report trade about as usual for the season.

*Piano-makers* find conditions fair. Many of the men are temporarily laid off for a short time on account of establishments being closed for stock-taking.

*Cabinet-makers* are all at work and the trade in fair condition.

The *carriage and wagon-makers* have secured their demands and gone back to work, except in a few instances.

*Printers* have about the average amount of work for this season.

*Electrotypers and stereotypers* report trade active and all their members at work.

*Tailors* (custom) have had a longer busy season than usual owing to the cool weather, though towards the end of the month trade began to slacken somewhat. They are agitating for a rule under which the employers will supply additional shop room.

*Harness-makers* are actively employed, and stitchers on leather are much in demand.

The present is a very busy season for all classes of *railroad employees* owing to the unusually large movement of freight.

The pay of *G.T.R. yardmen* has been increased 10 cents per day and they will now receive, foreman, \$2.20, and others \$1.60 and \$1.70, according to grade.

*Longshoremen* are generally out of work owing to the American coal strike and the consequent decrease of shipments.

The last phase of the Street Railway strike was reached on the morning of June 25, when the men by a unanimous vote decided in favour of their own scale of wages, 18 cents per hour for the first year employees and 20 cents for all over that period, as compared with the scale offered by the company graded from 17 cents to 21 cents according to length of service.

The new wage scale of 20 cents per hour for *unskilled labourers* employed by the city goes into operation July 1.

### District Notes.

*Toronto Junction.*—*Building operations* are active and good mechanics in requisition. Clerks and salesmen in the retail stores will have the benefit of shorter hours, as the majority of tradesmen have adopted the early-closing movement. Butchers and grocers will close at 6 p.m., and dry goods, tailor shops, boot and shoe stores, &c., at 7 p.m. The Canada Cycle and Motor Company is moving its Brantford and Hamilton establishments to this point. A number of car-loads of machinery have already arrived and are being put up in their factory.

Headway is also being rapidly made at the works of the Canada Foundry Company. Machinery is being quickly put in place, and operations will very shortly be commenced. The Haines Piano Company, of Rochester, N.Y., has purchased the Hess factory. An addition will be built to it and the manufacture of pianos engaged in.

*Stouffville.*—The pork packing company is extending its plant owing to increasing requirements.

*Aurora.*—The Schomberg and Aurora railway is now almost completed and is expected to be in operation in July.

#### HAMILTON, ONT., AND DISTRICT

*Mr. S. Landers, Correspondent,* reports as follows :—

Labour is generally well employed, particularly *unskilled labour*, as work is being rushed while the favourable weather lasts. Twelve gangs of men, numbering several hundreds, are putting down cement sidewalks, the estimated cost of this year's sidewalks being \$150,000. The Deering Harvester Company, of Chicago, whose bonus by-law for \$50,000 was defeated last month, has decided nevertheless to establish here, a few minor concessions having been granted by the city council. The site selected is in the country but will be annexed to the city as per agreement, and \$25,000 secured by debentures to build an additional city school. The New Ontario Steamship Company, of Hamilton, has been incorporated with a capital stock of \$100,000. The Otis Elevator Company has decided to lease a factory in Hamilton and begin operations at once, and the Westinghouse Air Brake Company will also erect a factory. Coal has advanced during the month from \$6 to \$6.50 a ton.

*Agriculturists* in the surrounding country are all very busy.

*Manufacturing* in general is very brisk, and stoves, and machinery, and clothing factories, planing mills, shoe factories, tobacco and cigar factories, &c., are enjoying prosperity.

Hundreds of Indians from the reserve over the mountain were employed on the Niagara peninsula berry-picking, some making as high as \$1.50 per day.

*Bricklayers and masons* are well employed on both new and repair work. Many vitrified brick crossings and alleyways are being laid.

*Carpenters* are also well employed on new work, and in the different mills where doors, shutters, sashes, &c., are manufactured.

*Plumbers* are very busy.

*Painters* are all well employed.

*Electrical workers and linemen* are at work again after a week's strike for better conditions.

*Sheet metal workers* are fairly busy, metallic ceilings having in many cases here taken the place of plastered ones.

The *printing trades* are very busy, machine and jobmen, pressmen and electrotypers being well employed. The same may be said of *bookbinders*.

*Tailors* are very busy, both custom and ready-made workers. Wages in both branches is fairly good.

*Bakers* are very busy. The lockout situation at one shop remains unchanged from last month. The shop has had four or five non-union men employed, while some of the locked out men have secured work elsewhere.

*Bartenders* report improved hours and conditions.

*Street railway employees* are well employed.

*Cotton mill employees* are very busy.

*Brewery workers* in the three breweries are working steadily at good wages.

*Labourers* on sewer work, dangerous and unpleasant 'bottom work,' have had their wages increased from 18 to 20 cents per hour.

### District Notes.

*St. Catharines.*—A few good machinists were reported as wanted about the latter part of the month. The dash and metal workers are very busy, some departments working overtime. Electrical work is very busy. Work in general trades is fair.

*Niagara Falls.*—The Buffalo Forge Company recently applied for and obtained a charter to do business in Ontario under the name of the Canadian-Buffalo Forge Company, Limited, with \$100,000 capital.

*Dundas.*—Conditions are very favourable among garment makers, moulders, machinists, and employees in the axe factory.

### BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows :—

The condition of the labour market continues satisfactory. At the commencement of the month, there were practically no idle men who desired employment, and the close of the month finds the same conditions prevailing. The *agricultural machine shops* have been especially busy, and overtime has been worked during the entire month. In the *building trades* great activity has existed and will continue for some months to come. *Retail merchants* have enjoyed a prosperous month, consequent upon the steady running of the factories. The *corporation labourers* asked that the hours of labour be changed from nine to 10 hours per day for five days of the week, with four hours on Saturday. The request was granted. No industrial disputes arose during the month.

*Agriculturists* have been busy, especially during the latter part of the month, when the haying season commenced. *Market gardeners* experienced considerable difficulty in securing a sufficient number of pickers to save the strawberry crop.

Operations upon the *electric railroad*, which will connect Brantford and Paris, were started during the month.

*Bricklayers, masons, carpenters and joiners* report a busy month.

*Lathers and plasterers* have been very busy during the month.

*Painters, decorators and paperhangers* report trade brisk, with plenty of work ahead.

The majority of *plumbers* have been fully employed.

*Builders' labourers* have had a satisfactory month.

*Iron and brass moulders* are very busy.

*Extra core-makers* are required.

Many *machinists and engineers* are working overtime.

All competent *buffers and polishers* have had employment.

*Stove mounters* report a busy month.

*Blacksmiths* have worked full time throughout the month.

*Printers, pressmen, journeymen tailors, bakers and confectioners* have been busy.

*Butchers* report trade fair.

*Cigarmakers and tobacco workers* have been well employed.

*Saddlers, barbers, clerks, stenographers, hotel and restaurant employees* have been busy, with a demand for more help among the last named.

*Laundry workers* report trade fair.

Among the *street railway employees*, excursions to the parks have made trade better.

*Draymen, teamsters, cab drivers and hackmen* report trade fair.

There are practically no *unskilled labourers* without employment.

*Boilermakers* have all been employed.

There is a demand for good *tinsmiths*.

*Carriage and wagon-makers* have had steady employment. Large shipments have been made during the month.

*Pattern-makers* have been working overtime.

*Millwrights* have been very busy.

*Coopers* have had a fair month.

*Weavers* have had steady employment. The mills closed for stock-taking and repairs on the 25th. Work will be resumed in a few days.

## GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent*, reports as follows :—

Conditions in the labour market during the past month have been satisfactory, and while there have not been the noticeable increases in wages of the month of May, the general tendency has been towards the raising of the price paid to labour. There is no especially noticeable demand for workmen of any particular trade, but general employment is steady. In business circles the month has been noticeably good owing to the large number of excursionists who have visited the Ontario Agricultural College, the number of whom, it is estimated, has been in the neighbourhood of 35,000.

*Agricultural* prospects are very good. Hay will be a heavy crop. All other crops and fruits promise well. Wages for farm labourers are above the average this year.

The *building trades* have been steadily employed, and a number of large contracts are expected to be let shortly, including the McDonald buildings at the O.A.C. and the Carnegie library building.

*Bricklayers, masons, painters and carpenters* are all steadily employed.

*Labourers* are in demand.

*Iron moulders and machinists* have had a very good month.

*Sheet metal workers* are fairly busy.

*Wood-workers* are all employed, but affected by the Saturday holiday of the summer season.

*Carriage makers* are only fairly busy.

*Coopers* are now in their slack season.

*Upholsterers* are very busy, and report a demand for men.

*Printers* have had a very good month.

*Tailors* have had an excellent season. The slack period, however, is now approaching.

*Bakers, butchers, &c.*, have had an extra good month, owing to the excursion season.

*Cigarmakers* are busy, and report a demand for men.

The *Retail Clerks' Association* has secured a half-holiday on Thursdays for the months of July and August.

*Teamsters and drivers* are very busy.

The *street car system* has had an extra staff on owing to the excursion season.

The *ingrain carpet weavers* in a large carpet factory here have been granted a new scale of wages. Dyers employed by the firm, as well as the girls who do the winding, have also been granted an increase. The weaving is done on power looms, and both men and women are employed. The following is the new scale :—

Grade.	Old Rate.	New Rate.
3 ply,	6c. a yard,	6½c. a yard.
14 pairs.	4½c. "	4½c. "
12 "	4c. "	4c. "
11½ "	3½c. "	3½c. "
11 "	3c. "	3½c. "
10-10½ pairs.	2¾c. "	3½c. "
9-9½ "	2½c. "	3c. "
8-8½ "	2¼c. "	2½c. "
7-7½ "	2c. "	2½c. "

## District Notes.

*Galt*.—A large saw works, employing about 125 men and boys, has been totally destroyed by fire, at a loss of \$75,000. A *retail clerks' union* has been organized.

## STRATFORD, ONT., AND DISTRICT.

*Mr. W. H. Westbrook, Correspondent*, reports as follows :—

Conditions in this city and district are much the same as during May. No men are reported as being unable to find employment. A large furniture factory, which will require workmen and several girls this fall, is in course of erection. *Merchants* are well satisfied with June sales, though the cold weather is affecting the retail trade in summer clothing somewhat.

*Farmers* report good prices for their produce. Fruit, hay and grain crops are all in excellent condition. A shortage of harvest hands is feared and good wages may be earned in this district by *farm hands*.

The *railroad shops and traffic department* are busy.

*Bricklayers and masons* are very busy. Men can obtain work at 25 cents per hour.

*Carpenters and joiners* are also busy, but all the men required are on hand. Wages are about 18 cents.

*Painters* are busy.

*Plumbers, gas and steamfitters, stone-cutters and builders' labourers* are all employed.

*Machinists and engineers* report conditions very good with additional men being taken on. Fifty-five hours are worked per week and wages are from 20 to 22 cents per hour.

No *blacksmiths* are out of work.

*Bicycle workers and horseshoers* are very busy.

The *woodworking and furnishing trades* are very busy.

*Pattern makers* are all employed.

*Printers* have had a fair month's business.

*Journeyman tailors* are busier than usual for the month of June. The factories have plenty of orders ahead.

*Bakers and confectioners* have been affected by the cool weather of June.

*Cigarmakers and tobacco workers* are all well employed.

*Barbers, clerks, stenographers and delivery employees* are busy.

*Railway men* have all had a good month's work, and *cab drivers, hackmen, &c.*, are all well employed.

*Unskilled labour* is paid about 12 cents per hour. Men are in demand.

## District Notes.

Conditions throughout the district remain very good, especially in the milling and building trades.

*Woodstock*.—Organ and piano factories are well supplied with work. All other trades are busy.

*St. Mary's*.—Business is good, though the woollen mill is closed temporarily.

*Listowell and Mitchell*.—All men are employed and prospects are good for all summer.

## LONDON, ONT., AND DISTRICT.

*Mr. A. Woonton, Correspondent*, reports as follows:—

The general condition of industry in this locality continues favourable. Labour in the *building trades* and in nearly all *manufacturing and mechanical lines* is employed to its utmost capacity. A *rolling mill* from Guelph has decided to locate in the southern part of the city, and, with the new moulding shops for McClary Manufacturing Company, will give an impetus to that section of the city. Exceptional activity is being displayed at the G.T.R. car shops, where part of the employees are working until 7 p.m. five days in the week, receiving time and a half after six, and all until five o'clock Saturday, instead of noon. They have an order for 800 flat cars on hand and are working short handed. *Carpenters* have secured Saturday afternoon off at the wage they formerly received for working until 4 p.m. A movement is on foot and meetings are being held for the formation of a Building Trades Council in the city. The price of coal has been raised to \$7 per ton by the strike in the United States.

The *farming community* in this district is looking forward to good crops, owing to the plentiful falls of rain during the past month. Farm labour is in demand, as high as \$120 and board being offered for six months' work. Horses with which to work the farms are scarce owing to recent large shipments to South Africa.

The Street Railway Company is to construct about a mile of new track in the southern section of the city this summer, which will give employment to a large gang of men.

*Bricklayers and masons* continue to have plenty of work, and the outlook is very favourable. An endeavour is being made to induce the employers to allow the men to quit work at noon on Saturdays. Some time has been lost during the month, through rain.

*Carpenters* are exceptionally busy, and every man that can handle a saw is employed. Over sixty new members have been added to the Carpenters' Union in the last three months.

*Lathers and plasterers* are rushed.

*Painters* report trade fair.

Business is good with the *plumbers*. They are closing down Saturday afternoons during the summer months.

*Stone cutters and building labourers* have plenty to do.

*Iron, machine and brass moulders* report trade as exceptionally good.

*Metal polishers* have been slack for part of the month, and were taking turns laying off.

*Stove mounters* are busy.

The *carriage and wagon-makers and coopers'* trades are in a flourishing condition.

In the *printing trades* business is only fair. A resolution before the Board of Education to have the union label on their printing was voted down.

*Tailors* are busier than usual at this time of the year, but their slack season will soon be on. A resolution was passed at the last meeting of the union requesting all employers, to provide free back shops, that is, to have all work done on the premises instead of at homes of employees; the resolution to come in force next September.

*Garment workers* are rushed.

*Boot and shoe workers* report trade good.

The *cigar business* is in a good condition, no cigarmakers being out of employment. Over \$18,000 duty was paid on cigars taken out of bond in this city in the month of May, which is a large increase over the same month a year ago.

*Broom-makers* report trade as good. One of the local factories is now putting the union label on its output.

Railroad workers of all kinds are making more time than last year, and all, of them are making very big months.

Under an agreement with the G.T.R. the telegraphers of the company have secured an increase amounting to \$30,000 per year, for their members and since 1898 have secured increases amounting to over \$100,000. They have added over 200 members to their rolls since the beginning of the year.

#### ST. THOMAS, ONT., AND DISTRICT.

Mr. A. Roberts, Correspondent, reports as follows:—

There have been few changes in conditions throughout this district in industrial conditions during the month. *Mechanics* have been fully employed generally, though *unskilled labourers* find difficulty in some instances in procuring steady employment. Business is somewhat dull, owing largely to disturbed conditions among railway men, who form the largest purchasing class of labourers in this city.

The most important feature of the labour market at present is the long-continued contention between the M.C.R. Co. and its employees in the car and locomotive shops over the proposed introduction of the piece-work system, and the counter demand of the men for the continuation of the present system with a ten per cent increase of wages. Several conferences between the men and the company have been held, with no definite settlement. The company is willing to compromise regarding the wages.

providing the machinists will waive their objection to the piece-work system being applied to the car department. The machinists are unwilling to yield the point, and ask for a signed agreement waiving the introduction of piece work in any part of the shops for two years. The matter is still under consideration.

*Manufacturing* continues active in all local industries, and overtime is being worked in some factories.

Local *canning factories* have commenced the season's business.

*Railway employment* in the traffic department continues dull as a result of the use of larger type locomotives, six additional crews having been laid off on the M.C.R. during the past month on this account.

Railway construction work is much lighter than last year on the M.C.R., and no double tracking is being done. It is expected that the usual summer gravel trains will be put on soon, and this will afford considerable increased employment.

The L. E. D. R. R. Co. report a growing freight business on its new road, with a correspondingly increasing staff of employees. Their local round-house is now in use and is employing about a dozen men on temporary repairs, &c.

*Bricklayers* are in good demand. Contractors state that much larger staffs might be employed if available.

*Carpenters and painters* are very busy, while *lathers, plasterers, plumbers and steamfitters* report less favourable conditions.

*Labourers* are plentiful and in easy demand.

*Moulders* in the car wheel works are busy, and expect a busy summer.

The *printing trade* continues active.

*Journeyman tailors* report conditions dull.

*Bakers and confectioners* report an increase of business as a result of the warmer weather.

The *cigar-making trade* continues steady.

### District Notes.

The *car ferry* plying between Port Stanley and Conneaut is in constant operation, and a large gang of men is employed in the Port Stanley yards handling freight.

### CHATHAM, ONT., AND DISTRICT.

Mr. J. R. Snell, *Correspondent*, reports as follows :—

Some improvement in labour conditions is noted in this city and district since last month. Trade in all branches continues active and there are no competent men, either skilled or unskilled, out of employment. The building of cement sidewalks, the laying of sewers, and water main and road making, give employment to a large force of men and teams. A factory for the making of improved stock racks has been started this month. Wholesale and retail trade is fairly active, and improvement in transportation business is evidenced by large shipments of flour, horses and hogs. In manufactured goods, carriages, wagons and fanning mills are being sent to British Columbia, Manitoba, the North-west Territories, and to the Maritime Provinces almost daily. There has been no change during the month in the rate of wages, for mechanics, \$1.50 to \$2 per day of ten hours being the average, and for labourers, \$1.25 to \$1.50. No strikes or lockouts have been reported.

The scarcity of *farm hands* is reported as continuing. Wet weather is interfering somewhat with haying operations.

In the building trades, *bricklayers, masons, lathers and plasterers, and painters* are all busy. The C. P. R. Co. is building a large warehouse here.

*Plumbers, stonecutters, builders' labourers, iron moulders, machinists, electrical workers and linemen* have steady employment.

*Blacksmiths, carriage and wagon-makers, coopers, printers and pressmen, journeymen tailors, bakers and confectioners, teamsters and expressmen* report plenty of work.

### District Notes.

In the township of Harwich over one hundred hands are employed in the cultivation of beets for the beet sugar factories in Dresden and Wallaceburg.

### WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent*, reports as follows :—

Labour in this district during the month was well employed and wages in some trades have increased from 10 to 15 per cent, the supply of labour in many cases not being equal to the demand. The Board of Public Works is still putting down cement walks and paving the streets, giving employment to a number of men. In the *building trades* and *manufactures* the men have all the work they can handle at present, though *bricklayers* have lost some time during the month through the want of brick. This has been remedied and they are all working again. The contract has been let for a \$25,000 library, and the contractors will start work on it on July 1. Wholesale and retail *merchants* are well pleased with their trade for the spring, the only difficulty the wholesalers have to meet being the fact that their places of business are too small for the trade they are doing. One wholesale firm that formerly secured its commodities by the dray load is buying in car lots now.

*Carpenters and plumbers* are all working.

*Gas and steamfitters* have been very busy this last month, and prospects for the summer are good.

*Builders' labourers* have had a good spring. Their wages run from 17 to 20 cents per hour for a day of nine hours.

*Ship labourers* have plenty of work ahead in repairing the car boats.

*Horseshoers* are kept very busy.

*Carriage and wagon makers* are very busy just now on repair work.

*Printers* are all fully employed.

*Tailors and garment workers* are fully employed and some overtime is being done.

There has been a slight falling off in the *cigar trade*.

The *railroad employees*, especially those employed on freight trains, are very busy, averaging from 35 to 40 days per month.

### District Notes.

*Sandwich*.—The large saw-mill is running now giving employment to 150 people and it is intended to put on a night shift which will give employment to 150 more. A ferry line from Detroit to Sandwich has been established.

### WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent*, reports as follows :—

Favourable labour conditions continued during the month of June. No workman need be idle. Business is generally active, and in the *building trades* is exceptionally so. Large warehouses for wholesalers are in course of erection, and many others are projected. *Bank clearings* continue to show increased business, and jobbers and agents are making big shipments, especially in agricultural implements. Manufacturers' representatives in the latter branch state that their sales have doubled recently as compared with the same period in other years, the movement in implements having commenced earlier than usual. *Wages* continue to show an upward tendency, and in many sections there is evidence of unrest amongst workmen. The *painters* and *decorators* have organized, and in nearly all unions there is reported a rapid increase in membership.

*Crop conditions* on the whole are favourable. The excessive rains have damaged low and badly drained districts, but this is counterbalanced by favourable reports from high and sandy localities.

During June local *planing and saw mills* have been exceptionally busy. The log drives have arrived.

A local joint stock company has been formed for the manufacture of *agricultural implements*. It has already erected a large building, and has a considerable staff of workmen employed. This is the first institution of its kind to attempt the manufacture of implements in Winnipeg.

*Transportation companies* are all busy, and their staffs and gangs are being steadily augmented.

All classes of workmen in the *building trades* are busy. Buildings nearing completion have made the *painters and decorators* busy, as well as the *plumbers, steam and gasfitters*.

*Builders' labourers* have organized.

The *moulders and machinists' trades* have been working during June to their full capacity, and prospects are favourable.

*Mill hands* are all well employed, and business is exceedingly active. *Upholsters and carriage repair shops* are also doing a satisfactory business.

For the season of the year work among *printers* is exceptionally plentiful. Activity is partially due to the increased business which usually precedes the fair season.

*Custom tailors* are enjoying a steadier business than usual.

The *biscuit factory* reports a very active demand for its product. The strike of the *bakers* disturbs conditions slightly. A proposition for the establishment of a co-operative bakery is under consideration. The capital of the company will be \$2,500 in 250 shares of \$10 each. It is being promoted by the Bakers' Union.

The strike at the *Paulin 'Chambers factory* is not yet settled.

The *cigar factories* are all busy, and report business satisfactory.

*Saddlers and harness-makers* have all the work they can handle.

A large new *laundry* is being built.

*Unskilled labour* of all kinds is well employed at the present time.

The introduction of a new concrete *mixing machine* has facilitated the work of *asphalting the streets*. The number of men employed is approximately the same, but by the aid of the mixer they cover more ground.

A *painters' union* was formed, and the *Winnipeg garment workers, civic employees and ironmoulders* also elected officers during June.

The *fishermen* of Delta went on strike on June 1, to the number of twelve crews, at the Lake Manitoba summer resort, as a result of the reduction in the price offered for pickerel and jackfish. In one week the catch at Delta totalled 86,000 pounds, and \$2,500 was paid out to them. The prices ruling then were  $\frac{1}{2}$  cent per pound for jackfish and  $1\frac{1}{2}$  cents per pound for pickerel, and the week following the men were notified that the latter price would be reduced  $\frac{1}{4}$  of a cent. The men, however, refused to sell fish until  $\frac{3}{4}$  cent was paid for jackfish and  $1\frac{3}{4}$  cents for pickerel. About thirty men are affected.

The *C. P. R. blacksmiths*, early in June made an agreement with the company which, besides many conditions respecting promotions and hours of labour, &c., stipulated a wage scale as follows:—

Fort William to Moose Jaw:—

Blacksmiths.. . . .	25 to 29 cents.
Leading fire, Winnipeg. . .	33 $\frac{1}{2}$ "
Second fire.....	30 "
Motion fire.....	30 "
Spring fire.....	32 "
Flue welders, leading hand	28 "
Flue welders.. . . .	20 to 22 "

Moose Jaw to Calgary; and Crow Nest:—

Blacksmiths.. . . .	29 to 31 "
Leading hand, Calgary ..	32 "
Spring fire.....	32 "

Apprentices coming out of their time, 23 to 25 cents for a period not exceeding six months.

First class capable blacksmiths will receive the maximum rate. Blacksmiths now rated at 27 cents per hour will be advanced to 29 cents. All other blacksmiths will receive the minimum rate of 29 cents. The above rates shall apply to all new men starting and will include all fires in blacksmiths shop.

## BRANDON, MAN., AND DISTRICT.

Mr. S. P. Stringer, Correspondent, reports as follows :—

The condition of the labour market in this city is satisfactory, activity being especially apparent in the *building trades* and in the *agricultural industry*. There is also a demand for *machinists, carpenters, boilermakers, agricultural labourers* and men for *railroad construction*. An extensive *flour mill* is now in course of erection in this city. *Bankers* report business settlements satisfactory for the month, and a number of American firms are shipping in machinery and agricultural implements. *Retail trade* is fairly good. The Canadian Pacific Railway Co. have increased the wages of some local employees, *machinists, boiler-makers, carpenters, and blacksmiths*, from two to three cents per hour.

*Agricultural conditions* throughout this district are very promising, except in the low lying districts, which have been damaged very considerably by the heavy rains. In Assiniboia there is a considerable increase in the acreage of land cultivated this year. Comparative statistics on the subject are as follows :—

	Acres.
Wheat, 1901.....	432,480
1902.....	507,500
Oats, 1901.....	103,086
1902.....	119,000
Barley, 1901.....	7,000
1902.....	5,894

Other crops show similar increases in average.

Considerable damage has been done to the *lumbering industry* in this city, owing to the breaking of booms in the Assiniboine scattering about twenty thousand logs. This will occasion a considerable loss to certain firms who had timber taken out of the Riding Mountains, as well as throwing a number of men out of employment.

The *sash and door factories, planing mills, marble works, and machine shops* are running to full capacity.

Extensive preparations are being made for *construction work* on the C.P.R.

*Bricklayers and masons* are fully employed.

*Carpenters and joiners* are busy.

*Lathers and plasterers* are also well employed.

The *painting, decorating and paper-hanging* trade is good.

*Plumbers* are busy.

*Stonecutters* are very busy.

*Builders' labourers* have plenty of work.

*Machinists* are busy, with an opening for men at from 27 cents to 29 cents per hour.

There are openings also for *blacksmiths, and boilermakers* are in good demand.

*Upholsterers* are busy.

*Printers, tailors, bakers and confectioners* are very busy.

*Butchers and meat cutters* report trade good.

*Cigarmakers and tobacco workers* are fairly busy.

*Railway men, teamsters and expressmen* are all well employed.

The supply of *unskilled labour* is not equal to the demand.

A *Retail Grocers' Protective Association* was formed June 16, 1902, in order to protect its members from bad credits and to look after the general interests of those concerned.

## NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. Geo. Hargreaves, Correspondent, reports as follows :—

During the past month general activity has prevailed in all departments of the labour market. A number of *stonecutters* were brought into the city to meet the demand for this class of labour in connection with the British Columbia Electric Railway Company's power scheme. The preparatory work for this is well under way and employment will be given to a large staff of men for at least two years. The

beginning of next month will see the completion of the C.P.R. branch from Vancouver to Steveston, on which about 40 men have for some time past been employed. A large number of men have been engaged for the getting out of rock, for the sub-structures on the new Fraser River Bridge. The new car ferry from South Westminster to Vancouver has commenced operations and unbroken cars of freight are now being transhipped between these points.

*Farmers* are looking forward to a good harvest. There is a demand for farm hands.

The *canning company* is preparing for the season's run of sockeyes. The run of spring salmon has been fairly good and a few of the canneries are packing them; the price is now three to four cents per pound. The *lumbering industry* is very busy, though a scarcity of cedar logs is hampering the mills. There is a demand for *workmen, choppers and axemen, and labourers*.

*Bricklayers and masons* are all fully employed. *Carpenters and joiners* are also very busy, and *lathers and plasterers* are kept steadily employed.

*Painters* are fully employed.

*Plumbers and steamfitters* report work fair.

*Iron moulders* report only two shops working steadily.

*Shipwrights and caulkers* report work fairly quiet, and not much new work under way.

*Shingle sawyers* are very busy and there is a demand for additional help.

*Printers* report work good; job printers are very busy.

*Cigarmakers* report strippers in demand.

*Steamboatmen and freight handlers* have been unusually busy, the steam tugs towing logs for which there is a great demand, and the river steamers doing a good trade in transshipping case salmon and farm produce.

*Street Railway Employees* report work good, and an increase in passenger traffic owing to summer excursions, as well as an increase in freight trade.

### District Notes.

*Revelstoke*.—The contractors for a new business block have commenced the excavation work for the foundation; the building when completed will cost in the neighbourhood of \$20,000. There are also a number of private residences and offices nearing completion, besides business blocks and a bank building projected. The drill shed will be erected as soon as the contract for its construction reaches the city and is signed. The C.P.R. is also putting up large additions to its workshops. Altogether there is every prospect for an active season in the building trades.

*Chilliwack*.—The shipments of butter for May were per steamer *Beaver*, 11,690 lbs.; per steamer *Romona*, 8,382 lbs.; per Dominion Express Company, 5,460 lbs.; per stage, 120 lbs.; total, 25,653 lbs.

### VANCOUVER, B.C., AND DISTRICT.

*Mr. G. Bartley, Correspondent*, reports as follows:—

The *building trades*, and the *saw milling and logging trades*, were the busiest of the month in this district. Building material is high. Artisans are putting their earnings into building homes to an unusual extent, and a considerable number of real estate transfers are reported for the month.

There is some unrest in the *salmon canning industry*. The cannery have offered the following scale of prices for fish, which have been refused by the fishermen:—

Up to 200,000 cases,	20c. per fish.
Over 200,000 up to 300,000 cases,	16c. per fish.
Over 300,000 up to 400,000 cases,	13c. per fish.
Over 400,000 up to 500,000 cases,	11c. per fish.
Over 500,000 up to 600,000 cases,	10c. per fish.

*Fishing* prospects are still uncertain. The season opens July 1 for salmon.

The following new schedule of wages has been agreed to and signed by the C.P.R.

Co., and the *United Brotherhood of Railway Freight Handlers* :—

Sec. 1. That the rate of pay for freight handlers shall be 22 cents per hour day work and time and one half for overtime.

Sec. 2. That the rate of pay for checking shall be 27 cents per hour day work and 33 cents per hour overtime.

Sec. 3. That the rate of pay for wharfingers and all monthly men shall be increased 10 per cent.

#### Article 2.

Sec. 1. That 10 hours shall constitute a day's work for freight handlers and gang checkers, namely from 7K to 12K and 13K to 18K.

Sec. 2. That overtime shall constitute all Sundays, nights, New Year's day, Good Friday, May 24, Christmas Day, and any other day proclaimed by the Governor General in Council.

#### Article 3.

Sec. 1. That union men be given preference.

Sec. 2. That any one representing the union in any official capacity shall not be discriminated against by the company.

#### Article 4.

If any member of the union considers himself unjustly dealt with, the agent of the union shall be allowed to take the matter up with the foreman and superintendent.

#### Article 6.

That men wanted on the dock at any time shall be called.

#### Article 7.

This schedule shall be signed by both parties for 12 months, and if any change be required, 30 days' notice shall be given on either side at the end of 12 months from date of signature, to all of which we agree.

#### Article 8.

This schedule shall come into force three weeks from date.

While work is good among *bricklayers and masons* there is some discontent among the workmen.

*Carpenters and joiners* get 33½ cents an hour and have plenty of work.

*Painters* report plenty of new work, but not much jobbing. There are some idle men.

*Shingle sawing trade* conditions are largely governed by the presence of the Japanese and Chinese, though at present work is plentiful for white labour, but not at good wages.

*Printers* report business good.

*Journeyman tailors* report trade fair, but no demand for men.

*Barbers* are busy.

*Steamboat firemen* report conditions good.

*Ship labourers and longshoremen* are fairly well employed.

*Civic employees* have formed a union.

### VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent*, reports as follows :—

Labour conditions during the past month have been very satisfactory. There was a scarcity of *unskilled labour* felt at times, but all present demands are supplied. Supply and demand in the various trades and industries is well balanced, and good relations between employer and employee prevail. Work continues especially active in the *building trades*. In each of the branches (with the exception of *plumbing and gasfitting*) mechanics are fully employed, and the prospects are favourable for a good season. A *builders' association* of contractors and builders has been organized. According to the by-laws its objects are to encourage closer relations among its members, to make them better acquainted with the wants and necessities of the building business, to arbitrate and settle disputes, if any arise among the members, and generally to advance and protect the business interests of contracting builders.

In the *metal-working trades*, conditions are favourable in nearly all branches. Trade is slack with the *moulders*, but *machinists, blacksmiths and boiler-makers* are fully employed.

*Shipwrights and caulkers* are still busy. Early in the month work was commenced on the construction of a steamer for the Canadian Pacific Navigation Co., which will ensure employment to a large number of men for months. The outlook in this trade is good.

For *carriage and wagon-makers* business is fair, with no demand for extra help.

In the *printing and allied trades* work is fair, but there is not enough to provide all with steady employment.

*Journeyman tailors* report work in the custom line as greatly improved.

*Journeyman bakers* say that conditions of employment are very bad.

Trade is fair with *cigarmakers*, but not as good as last month. One factory, which has been turning out machine-made cigars for a short time, has discontinued the use of the machines, and now produces only the hand-made article.

*Grocery clerks* are agitating for shorter hours; the hours prevailing at present are from 8 a.m. to 8 p.m.

*Mechanics and labourers* employed by the city have petitioned the council for a reduction in the hours of labour from 9 to 8 per day. The request was laid over for future consideration.

### District Notes.

*Crofton.*—Work on the smelter is rapidly approaching completion. The sampler is nearly finished, and the smelter will be ready to commence operations about July 20. A large force of men is employed about the works.

*Chemainus.*—General activity prevails in the lumber industry. A number of cargoes were shipped during the month to South Africa and Australia.

### NANAIMO, B.C., AND DISTRICT.

*Mr. A. E. H. Spencer, Correspondent*, reports as follows:—

The labour market shows very little change from last month. If anything conditions are not quite as good. There is plenty of labour to meet all demands, as

very little new work is being started. Business is fair, but not as good as was expected for the season. There have been no changes in the rates of wages and no industrial disturbances during the month.

*Fishing and mining operations* are quiet, but there is a good demand for logs and shingles.

The waterworks company is employing a number of men in extending and improving its system. Other *civic work* is quiet at present.

The unsettled condition of the *coal trade* is felt by all other trades, it being the main industry of this district.

*Bricklayers and masons* report very little to do.

*Carpenters* report business very dull for the season, with poor prospects of improvement.

*Painters* are not well employed.

*Blacksmiths* report conditions very dull for the season.

*Printers* report business as normal.

*Tailors* report business as poor.

There is very little demand for *unskilled labour*.

### District Notes.

Work in the Extension Mines is dull. One shift was laid off on the first of the month, and later on still more men were dismissed. On the West Coast a large quartz mine was closed down, making matters quiet for the time. Prospects, however, are improving.

## LEGISLATION OF THE DOMINION PARLIAMENT AFFECTING LABOUR, 1902.

**D**URING the session of the Dominion Parliament which closed on Thursday, May 15, a number of Bills were introduced and became law, which are of considerable importance to the labour interests of Canada. There were in all 114 Acts passed. Fully one half of these were con-

nected at first hand with the transportation interests of the country; and no less than 44 had directly to do with the incorporation of railway companies. Considered in relation to the unusual number of Acts passed to incorporate industrial companies, these facts account for the special mention

which this feature of the session's work received in the Speech from the Throne at prorogation, in which they were cited as evidence of the rapid progress that Canada is making in wealth and prosperity. The industrial significance of these incorporations is the more apparent from the nature of many of the provisions contained in the Acts incorporating the new transportation companies, which give to the companies thus brought into existence very extensive powers in the way of land holdings, mine working, water power development, &c. In the majority of cases, also, time limits with regard to the beginning and ending of the work of construction are insisted upon.

### The Canadian Pacific Railway Capitalization.

Of the various railway Acts passed the most important was, perhaps, that which gave permission to the Canadian Pacific Railway Company to increase its capital stock by twenty million dollars, that is to say, from sixty-five to eighty-five million dollars, for the purpose of meeting the financial requirements of the company in respect of the increase of rolling stock, enlargement of workshops, road-bed improvement, double-tracking, provision of additional grain elevators, &c. This additional stock is not to be deemed capital expended on construction, and no portion of it must be issued at less than its par value. Provisions are also added defining the way in which the capital arising from the proposed sale of stock shall be expended. Nine million dollars are to be devoted to procuring new rolling stock; in the neighbourhood of eight millions to the enlargement of shop facilities at Montreal and elsewhere and for general improvements to the road-bed; and the balance to elevators, terminals, and other facilities. The company is to be required to give a strict account of the expenditure, though allowed a certain amount of latitude in regard to the extent of the additions to rolling stock.

The clause in the company's Act giving the Government control of the rates when the company's income exceeds 10 per cent of the capital actually expended upon the construction of the railway is to receive its final interpretation in the courts, but in considering this clause the twenty million dollars of new stock is not to be taken into account.

The result of the Bill, it is hoped, will be to diminish in the future the serious losses that have been occasioned to the farmers of the west from the insufficient supply of cars to carry their farm products to the Atlantic seaports.

### The Manitoba Grain Act Amended.

Another measure, which was framed with the direct object of benefiting the farmer of Western Canada, is the Act amending the Manitoba Grain Act of 1900, the main provisions of which refer to the erection of warehouses at shipping points. On written application to the warehouse commissioner for the inspection district of Manitoba, by any person within forty miles of his nearest shipping point, permission may be given to erect on the railway company's premises a frame warehouse covered with metal, the company being compelled to grant the location, with a siding, at a rental not greater than that charged to standard elevators, the commissioner to have discretion as to the extent of warehouse facilities required at the point in question. So also, on a written application to the commissioner by ten farmers resident within twenty miles of their nearest shipping point, the railway company may be compelled to erect and maintain at such point a loading platform of specified size and free of charge for the loading of grain on a siding provided on the company's premises. After July 1, 1902, all inspection fees upon grain inspected within the Manitoba district are to be paid into the consolidated revenue fund of Canada. There are provisions added for defining the duties

of railway companies and the privileges of grain shippers in the matter of the allotments of cars. Orders for cars may be booked at each grain shipping point, and cars so ordered are to be awarded to the applicants in turn. The expectation as to the general effect of the entire Act, it has been officially stated, will be to defeat any attempt to depress prices by combinations.

### Other Measures Affecting the Agricultural Industry.

*An Act further to amend the General Inspection Act* is also one of direct interest to agriculturists. Binder twine is added to the list of articles, the manufacture of which is made subject to government inspection in the several towns or cities of inspection districts designated by the Governor-in-Council. As regards Manitoba, the Northwest Territories and that part of Ontario west of Lake Superior, the provisions as to the grading of oats are extended to include two additional classes, an 'Extra No. 1' and a 'No. 3' being added.

*An Act to amend the Fruit Marks Act of 1901* makes further provisions in regard to the regulations as to the marking of packages. The packer's full Christian name and surname and address, with the name of the fruit or varieties of fruit and designation of its grade, must be marked in a plain and indelible manner on all fruit packages before being taken from the premises where packed. The inspector's duty as to fraud in packing, use of false marks, &c., is also defined.

*An Act to amend the Act respecting the packing and sale of certain staple commodities* has special reference to binder twine. Every ball of binder twine offered for sale must be stamped with the name of the manufacturer, importer or dealer, with the number of feet of twine per pound in each ball. Neglect to comply with this provision is made punishable by a penalty of not less than 25 cents per ball. Every manufacturer, importer or dealer in binder twine which is not of the length per pound

which is stamped upon the ball is liable to a penalty of not more than \$25 or less than \$1 per ball, all such twine to be confiscated to the Crown, provided that the deficiency in the number of feet exceeds five per cent of the length stated upon the same.

### Legislation Referring to the Yukon.

A marked feature of the legislation of the past session was the number of bills passed with reference to conditions existing in the Yukon Territory. The growing population and the rapid development in the trade of that section of Canada was thought to justify the passing of an Act granting to it the privilege of representation in parliament. Special care is taken in this connection to ensure that only properly qualified electors receive the right to vote. The elective members of the Yukon council are also increased from two to five. A Court of Appeal has been constituted within the Yukon, in order to save appellants the inconvenience of carrying their appeals to British Columbia. In cases where the amount in controversy exceeds \$2,000, appeal will be made to the Supreme Court of the Dominion. The royalty of 5 per cent on gold mined in the Yukon is abolished, and is replaced by an export tax of 2½ per cent. The Yukon Pacific Railway Company is one of the many companies above-mentioned which received incorporation during the session.

### Incorporation of Companies.

An Act of very considerable importance in connection with the industrial and commercial interests of the country was that passed to consolidate and define the law with regard to the incorporation of joint stock companies in Canada by letters patent, the leading provision of which states that a charter may be granted by the Secretary of State to any number of persons, not less than five, constituting them a body corporate and politic. Exception is made, however, in the case of companies 'for the

construction and working of railways or of telegraph or telephone lines, or the business of banking, and the issue of paper money, or the business of insurance or the business of a loan company.'

Another measure which, though of interest primarily to those engaged in the manufacturing industries of Canada, is, on account of certain of its provisions, of very general interest as well, is the *Act incorporating the Canadian Manufacturers' Association*. The objects of the association are stated to be the promotion of Canadian industries, the furthering of the interests of Canadian manufacturers and exporters, and the rendering of such services and assistance to members, and to manufacturers and exporters generally, as may be deemed advisable from time to time. The association is given power to publish pamphlets or periodicals, to organize branches or sections, to engage in the work of developing and promoting the export trade of Canadian goods, to obtain information and statistics, and to purchase or acquire real property, provided that the value of such property shall not at any one time exceed \$50,000. The association is also given power to provide for the appointment of arbitrators, members of the association, to hear and decide controversies relating to any commercial matter which may arise between members of the association, or any person whatsoever, which may be voluntarily submitted for arbitration by the parties in dispute. The arbitrators so appointed may hear any case submitted, may examine witnesses on oath, and give their award, or that of a majority of them, such award to be final and binding upon the parties. The association may also provide for the appointment of committees to inquire into any matter affecting the manufacturing interests of Canada, and such committees may examine upon oath any party who appears before them, and the evidence so taken used to assist the association in arriving at a decision.

### Coasting Trade and Pilotage Acts.

According to *An Act respecting the Coasting Trade of Canada*, no foreign built British ships, whether registered in Canada or elsewhere shall be entitled to take part in the coasting trade of Canada unless they have obtained licenses for that purpose from the Minister of Customs, the minister having power to issue such licenses upon application, and the payment of a duty of 25 per cent ad valorem on the fair market value of the hull, rigging, machinery, boilers, furniture and appurtenances of such ships, the section not to apply to any foreign-built British ship registered prior to the first of September, 1902. No goods or passengers shall be carried by water from one port in Canada to another except in British ships, the master of a foreign ship or vessel so carrying them being liable to a penalty of \$400, the goods to be forfeited as smuggled, and the ship itself held as security. Foreign steamers also may not tow between Canadian ports, except in case of distress, under a penalty of \$400.

*An Act to amend the Pilotage Act* further defines the ships, propelled wholly or in part by steam, which shall be exempted from the compulsory payment of pilotage dues.

### Immigration and Naturalization.

Three new bills under this heading became law during the session and form an important addition to the legislation of the Dominion formerly enacted on the subject. The landing of persons suffering from any loathsome, dangerous or infectious disease may be prevented by proclamation or order of the Governor in Council whether such immigrants intend to settle in Canada or only intend to pass through Canada to settle in some other country. Such prohibition may be absolute or may be accompanied by permission to land for medical treatment. Persons landed in Canada in

contravention of this Act may be apprehended without a warrant, and may be compelled to return on board the vessel, the master of a vessel violating the Act being liable to a penalty not less than \$100 and not greater than \$1,000 for each and every one of such diseased immigrants or passengers.

*The Chinese Immigration Act of 1900* is revised in the matter of the application of taxes and revenues derived from the operation of the Act. After July 1, 1902, one-half of the net proceeds of taxes paid by Chinese immigrants on entering Canada shall, at the end of every fiscal year, be paid to the province wherein they were collected, the other half to form part of the consolidated revenue fund of Canada.

The *Naturalization Act* is amended by a number of provisions further defining the duties of clerks of courts in the matter of the returns to be made by them as to naturalization, &c.

### Wages of Letter Carriers.

The chief provisions of the *Act passed to amend the Post Office Act* have reference to the future pay of messengers, porters, packers, letter carriers, &c., in either the outside or inside division of the Post Office Department. The employees in question are divided into five groups, to be called A, B, C, D and E respectively, with salaries respectively of \$1.25, \$1.50, \$1.75, \$2 and \$2.25 per day. After six months' probation, during which the appointee is classed under grade 'A,' he may be transferred to grade 'B'; after 2 years' further service to grade 'C'; after two years' service in 'C' to grade 'D'; and for the performance of work of a specially arduous and responsible nature, promotions may from time to time be made to grade 'E.' Two weeks' leave of absence, with pay, is granted for each year, and every employee coming under the Act may also on account of satisfactory service, be granted additional leave of absence, with pay, for a period not exceeding 10 days in each year.

or a bonus at the rate of \$2 for each day of such additional leave, according as the employee himself may choose.

### Tariff Legislation.

Among other Acts of the session which are of direct interest to labour may be mentioned *the Act to amend the Customs Tariff*, which permits all tools and machinery, not manufactured in Canada, necessary for any factory to be established in Canada for the manufacture of rifles for the government, and all materials or parts in the rough and unfinished, and screws, nuts, bands and springs to be used in rifles to be manufactured at any such factory for the government, together with charcoal-making machinery, to be allowed in free of duty.

### Deferred Legislation.

In connection with the legislation of the session of the Dominion parliament of 1902, mention should also be made of important measures which were introduced and received their initial reading in the House of Commons, but were deferred for final consideration until next year. Two highly important bills from the standpoint of labour fall under this head, namely, the Bill providing for the appointment of a railway commission and that recommending compulsory arbitration in all disputes between railway companies and their employees. Both of these measures have been noticed in previous numbers of the *Labour Gazette*. In the *May Gazette* the reports upon railway commissions, rate grievances and regulative legislation by Professor S. J. McLean, acting under instructions from the Minister of Railways and Canals, upon which the Bill afterwards introduced was based, were reviewed at some length, and in the *Gazette* for June will be found an article dealing with the proposed Bill for the settlement of railway labour disputes by arbitration, together with a full copy, in an appendix, of the Bill in the form in which it received its first reading.

## STRIKE OF TORONTO STREET RAILWAY EMPLOYEES.

NO event arising out of the relations between labour and capital in Canada, attracted more attention during the month than the strike of the employees of the Toronto Street Railway Company, which was commenced on June 21, and through the successful mediation of a voluntary committee of prominent business men in that city, was fortunately terminated on the 23rd. The efforts of the conciliation committee to prevent a strike at the outset, and its success in bringing about a speedy termination; the disturbances which threatened, and actually assumed proportions such as to warrant, in the opinion of the civic authorities, the calling out of several companies of militia; the embarrassment to local trade, and the inconvenience to the public generally, were all features of the struggle which gave it special significance, notwithstanding the fact that the actual duration of the strike was not more than three days.

### The Demands of the Men.

On May 31 a mass meeting of the employees of the company, comprising the motormen and conductors to the number of over 900, was held, and the following demands adopted for presentation to the company:—

(1) That the Toronto Railway Company shall recognize the union.

(2) That Bro. James McDonald shall be reinstated by the Company.

(3) That the working days shall consist of nine hours, as nearly as the runs shall permit.

(4) That each conductor and motorman shall receive 25 cents an hour and time and a quarter for Sunday.

(5) That in the event of the suspension of a conductor or motorman an investigation shall be held, and if the employee is found blameless he shall be paid for lost time.

(6) That the cars be cleaned and put in order for the conductor and motorman in the morning, and the conductor and motorman shall keep the inside and platforms of the car clean while on duty.

(7) Whenever the union shall require the temporary services of any of its members, such member or members shall get leave of absence from the company until such services are performed.

Of these demands the most important were the first, requesting the recognition

of the union, and the fourth, asking for an increase in the rate of pay to conductors and motormen. Most of the motormen and conductors in the employ of the company were members of the Toronto Railway Employees' Union and Benefit Society, which is affiliated with the International Street Railway Men's Union, an organization having its headquarters at Detroit, Mich. At the time of making the demand, the rates being paid to conductors and motormen were 15 cents an hour for 'extras' and 18 cents an hour for 'regulars.'

The consideration of these demands and the knowledge that their rejection would be followed by a strike, were the occasion of a number of meetings during the week previous to June 21, and the active efforts on the part of a committee of the Toronto Board of Trade to bring about some compromise or agreement between the company and its employees which might have the effect of preventing the threatened strike.

### The Attitude of the Company.

The attitude of the company was first made public in a statement given to the press on June 13 by the President, following a meeting of the Board of Directors on that date. As this statement of the President presents the company's side of the case, it is reproduced herewith.

'The company has refused to meet a committee of the union to discuss the several resolutions which were passed by the union on May 31. If the company's employees have any grievances and will send a deputation of employees representing them as a body, or if any of the employees have grievances and wish to come to the company individually, the company will be pleased to consider, as it has always done in the past, their representations, whether they refer to wages or to other conditions of employment.

'For some time past I have been making investigations in reference to the wages of employees. A year ago last fall a substantial increase in wages was granted by the company, and I have been endeavouring to find out whether the wage scale then established fairly represents the wages now paid to employees working under similar conditions. I had about completed my investigations when a letter was received from the union asking for recognition of the union, the reinstatement of a man who had been discharged from the company's service for good cause, and other matters which complicate the situation.

'There is another point of very great interest to all Canadians, whether employers of labour or otherwise. It is this: The Toronto Railway Company is virtually asked to recognize, and in a sense, put itself under the control of a labour union whose headquarters and managing officers are in the United States. I have never yet known a case where a street railway or any other company employing labour in the United States has allowed itself to be dictated to by Canadians. Any one can see, that foreign control of such Canadian institutions as ours might lead to very grave consequences, and is manifestly unfair, not only to us, but to all Canadians whatsoever. If this foreign intervention with Canadian concerns is to be tolerated, then, so far as I can see, there is nothing to prevent a few American labour leaders from tying up every Canadian street railway, steam railway, and factory whenever it suits them to do so.'

The letter containing the demands of the employees was sent to the company on the 9th of the month, and another letter was sent on the 11th asking for a reply. On the 13th, the same day on which the President of the company issued his statement, the manager of the company replied to the secretary of the committee of the union to the effect that the company was not prepared to receive a deputation from the union to discuss the grievances of its employees.

The publication of the statement of the president of the Street Railway Company and the reply of the manager was followed by a pretty general feeling in the public mind that a strike of the employees would likely ensue at any moment, and that the city might, within a few hours, see the commencement of a protracted struggle recalling a similar one of some years ago. About the same time the chairman of the Executive Board of the International Street Railway Men's Union arrived in the city, having come, as he stated, prepared and anxious to do everything in his power to prevent an open conflict, but with authority on behalf of the International Union to sanction the declaration of a strike, if necessary.

### Preliminary Negotiations.

In the reply of the Manager of the Street Railway Company, stating that the company was not willing to discuss with a committee of the union, the manager said that

he would be pleased to receive the employees either individually or as a deputation from the body of the employees to consider any representations that they might have to make either in regard to the rate of wages or other conditions of employment. On receipt of this letter a reply was sent to the manager asking the company to meet a committee of the employees—not a committee of the union. With this request was expressed the opinion that at such a meeting matters could be amicably settled satisfactorily to both parties concerned. If, however, no settlement could be reached, as a last resort the men wished to agree to arbitrate the matters in dispute, the arbitration board to consist of three disinterested citizens, one to be chosen by the company, one by the men, and the two thus selected to choose a third, the decision of such board to be final and binding upon both parties. The Manager of the company in reply to this last communication, stated that if the persons who had signed the letter, represented the motormen and conductors of the company, and could produce credentials to that effect, he would immediately bring their proposition before the board, and get their instructions, and he had no doubt that an immediate appointment could be arranged to discuss anything suggested. This, however, was not effected on that day.

### Friendly Intervention of Conciliation Committee.

A mass meeting of the motormen and conductors, open to all employees, was held on the evening of the 16th, and was largely attended. About one o'clock in the morning a committee of the Board of Trade, composed of Messrs. A. E. Ames, J. B. Allen, W. J. Gage and Paul Jarvis, were admitted, and spoke briefly to the meeting, urging strongly that a final effort in favour of arbitration be made before any strike should be declared. The meeting informed the committee that the only condition on which they would delay a declaration of a strike was an assurance from the company of an

undisputed character, that every man being trained on the cars at that time would be taken off, and all men who had been brought into the city within the few days previous to take the places of the men be immediately sent away to the places from which they came. The committee left the hall at two o'clock to consult with the general manager and other officers at the headquarters of the company, and at four in the morning the President of the Board of Trade returned with the statement that after a conference with the Committee of the Board of Trade, it was resolved to have a mass meeting of all the employees called by the committee of the Board of Trade to be held that day at midnight; that the officers of the company had agreed to receive a committee appointed by this meeting and discuss their differences, and that in the meantime the company agreed to take off, during the negotiations all the spare men they had put on the cars during the week previous. This was Tuesday morning, the 18th inst., and in this way the strike on that day was averted.

From Tuesday until Saturday morning, when a strike was finally declared, there were continuous meetings and negotiations between the men and the company carried on by the committee of the Board of Trade, acting as voluntary conciliators. Although during this time it was impossible to bring about an agreement between the two parties, a great deal was, nevertheless, effected in the way of obtaining concessions from each side which tended to bring the parties, so far at least as the terms of dispute were concerned, closer together. An increase of wages all round, according to a specified scale, was offered by the company; an increase in wages for Sunday work conceded; the demand asking the company to have the cars cleaned for the motormen and conductors in the morning granted; and the right to appeal to the General Manager at any time granted to any men who believed themselves to be suffering an injustice through suspension without just cause. The following is, in substance, the statement made to the men at the time the committee

of the mass meeting, which had been called by the Board of Trade committee was received, and which statement was subsequently taken as the company's ultimatum:

Wages to be increased as follows:—

(1) First year of service, from 15 to 17 cents per hour; second year, 16½ to 18 cents; 3rd, 4th and 5th years, from 17 to 19 cents per hour; 6th to 10th year, from 18 to 20 cents per hour; and after the 10th year to 21 cents per hour.

(2) For Sunday work an increase of wages so as to make the earnings on that date equal to those of week days.

(3) The company to undertake to have cars cleaned ready for the men, but the men to report ahead of time as formerly without additional pay.

(4) The company to undertake to prevent, as far as possible, any injustice from suspension without just cause, and all employees to have the right of appeal without prejudice to their position to the general manager.

The men on their part, had at the time of the joint conference between their committee and the company, ceased to press the claim that one of the discharged members of the union should be reinstated, while the demand for the recognition of the union was not pressed in set terms, although a grievance committee was asked for. And instead of the demand asking for a flat rate of 25 cents per hour, a wage scale of 18 to 20 cents an hour for the first year, and 20 cents an hour thereafter all round was substituted.

### The Strike Declared.

Even with these concession on both sides it was impossible to bring the parties together in final settlement and the company refused its consent to arbitration. Negotiations to secure an agreement or to effect an arbitration having failed, a vote on the declaration of a strike was finally taken at a meeting of the men commenced at midnight of June 20 and which lasted until 8 o'clock of the following morning. At this meeting a motion to accept the company's offer was put, but rejected by two-thirds of the men voting. A subsequent vote taken by secret ballot on the declaration of a strike was carried almost unanimously, there being 918 votes cast for a strike and only one against it; while 15 of those present did not vote. A feature of the meeting was an

offer made by President Ames, of the Board of Trade, to deposit a cheque for \$10,000 in favour of the employees of the company on condition that in the event of no strike having taken place after the end of a year, the employees were to have this amount in support of their pension fund.

The issue at the time of the strike had narrowed itself down to a consideration of virtually two demands; an increase of wages to 18 cents an hour for the first year and 20 cents an hour afterwards, and the recognition of a grievance committee. The insistence upon the latter demand was claimed by the men to be due to their fear that an acceptance of the company's terms might be followed by the gradual dismissal of the influential men of the union which they would be powerless to oppose.

### Three Days of Industrial War.

The effect of the decision of the meeting on Friday night was to completely suspend all operations on any of the company's lines in the city on Saturday. Even the suburban lines of the company were affected. Immediately both sides commenced preparations for a protracted struggle, the company making efforts to bring in new hands from outside the city to replace the strikers and to hire others in the city; the men to engage busses and other vehicles with a view to providing an opposition service. The company made no attempt to run any cars on Saturday, but on Sunday morning an effort was made to start out cars from two of the barns. A crowd of sympathizers having assembled near one of the barns, this attempt was frustrated by the violence which threatened. Notwithstanding the presence of a considerable detachment of police, volleys of stones were thrown at the first car run out, smashing all of the windows and making it necessary for those in charge to abandon the car when only a short way out. Four other cars were sent out, and in every case the windows were smashed and those handling them driven away. One or two persons were also struck and more or less severely wounded by flying

missiles. Similar scenes took place at the other barns and the officers of the company, after holding a consultation, decided that it would be putting the lives of the men in needless peril to run cars without further protection and announced that the attempt would be abandoned until Monday morning. The company then proceeded to make a demand for more protection, and on Sunday afternoon the mayor and other civic officers having held a consultation, a formal requisition was made upon the military authorities for a force of militia. The district officer commanding issued orders calling out 700 cavalry at the time in camp on the Niagara Common, and 700 of the men of the city regiments. Disturbances of greater or less magnitude occurred on Sunday afternoon and evening about the barns of the company, a considerable amount of damage being done to the company's property. It was pretty generally conceded, however, that the strikers themselves were not responsible for these violations of the peace, but that they were the mistaken actions of local sympathizers.

### Final Peace Negotiations.

Meantime, the conciliatory committee of the Board of Trade was again at work, still endeavouring to effect a settlement between the two parties. Between 10 and 11 o'clock on Monday morning the militia, not having been as yet distributed about the city, the conciliation committee was able to bring to the committee of the men a proposition which made the prospect of a settlement possible. At 2 o'clock in the afternoon a general meeting of the strikers was held. At 3.15 an agreement was signed by the company and submitted to the meeting. It conceded the 18 and 20 cent scale asked for in the event of such a scale being regarded by the employees as preferable to the one offered by the company in its ultimatum. While declining to give recognition to the union or to receive a grievance committee from the union, it conceded the rights of the street railway employees to organize under any form of constitution, and the

right of any employee who might be suspended or dismissed, or having any grievance, to appeal in person to the general manager and bring with him such of his fellow employees or fellow witnesses as might have any knowledge of the facts and circumstances of the case. The request to have the cars cleaned for the motormen and conductors in the morning and a Sunday increase were also conceded. This agreement when submitted to the men was unanimously accepted, and having already the signature of the manager of the company and the committee of the Board of Trade, it was also subsequently signed by the chairman of the committee of the men.

### Text of the Settlement.

The following is a copy of the text of the agreement :—

'The wage scale which has been established (viz.): first year increased from 15c. to 17c.; second year increased from 16½c. to 18c.; third, fourth and fifth years from 17c. to 19c.; after fifth year to tenth year from 18c. to 20c. and after tenth year increased from 18c. to 21c. to stand until the first of July. In the mean-

time the employees may hold a meeting to be called under the auspices of the Board of Trade committee, and if the majority of the regular and relief men vote by ballot to substitute the scale of 18 cents per hour for first year of service and 20 cents thereafter, the company will substitute it for the present scale.

'The company will not interfere with the freedom of the railway employees to organize under any form of constitution, but the company decline to give recognition to the union, or to receive a grievance committee from the union, but any employee who may have been suspended or dismissed, or who may have any other grievance, shall have the right of an appeal in person to the general manager, and to bring with him such of his fellow-employees or other witnesses who may have any knowledge of the facts and circumstances of the case.

'The company agree that the cars shall be cleaned for the motormen and conductors, but that the motormen and conductors will report fifteen minutes ahead of time, as at present, without additional pay, and will keep the inside and platform of their cars clean as formerly while on duty; that on Sunday the increase shall be such as to make the day equal to a working day in the week.'

The agreement having been signed, the men returned to work. On the morning of June 25 they unanimously decided in favour of their own scale of wages, 18 cents per hour for the first year employees and 20 cents per hour for all over that period.

## ROYAL COMMISSION ON CHINESE AND JAPANESE IMMIGRATION—JAPANESE REPORT.

IN the *Labour Gazette* for April a synopsis was given of Part I of the report of the Royal Commission appointed by the Dominion government in September, 1900, for the purpose of investigating and reporting upon the question of Chinese and Japanese immigration into Canada.\* As was then pointed out, Part I was laid upon the table of parliament late in February of this year, and contained the finding of the Commission and the general expression of its views in regard to that portion of the subject which had particular reference to the immigration of Chinese. Part II of the report,

which deals exclusively with the Japanese side of the question, and which, therefore, in conjunction with Part I, completes the Commission's survey of the question of oriental immigration, was presented to parliament.

In point of bulk, Part II of the Commissioners' report is of less importance than that relating to the Chinese, amounting to a little under 300 pages of typewritten copy, whereas Part I extended to more than three times that length. The reason of this briefer treatment is that much that was said in Part I as to the effect of Chinese immigration on the various industries and economic conditions of British Columbia applies, with equal force, to the Japanese, and has, therefore, not been restat-

\* Readers of the *Gazette* are referred to the April issue for an account of the appointment and sittings of the Commission, and of the general direction along which the inquiry was conducted.

ed. The Commission desired to examine separately the two natural divisions into which the subject fell, and thus to simplify its investigations so far as practicable. In many instances, however, the separation was found impossible. Part II is therefore to be considered merely as supplementary to Part I, and reference must be had to the earlier portion of the report for a fuller treatment of the whole subject. There were found, however, certain questions and certain industries in British Columbia peculiarly affected by the presence of Japanese labour, and it is to this aspect of the situation, namely, those industries and those alone, in which Japanese are largely employed, to which attention is invited in the second division of the Commissioners' report. These industries are chiefly fishing and lumbering, and the other employments incidental to these, such as boat-building, cord-wood cutting, getting out of shingle bolts, &c.

### Japanese Immigration Statistics.

Between 1896, prior to which year no record was kept of the numbers of Japanese arriving in British Columbia, and June 20, 1901, some 13,913 Japanese were landed at the city of Victoria, of which number 11,272 were reported as arriving between July 1, 1899, and August 30, 1900. In the United States, during 1900, a similar increase in the number of Japanese entering the country was experienced, the reason for the sudden rise in the tide of immigration being, on eminent authority, the prosperity of the country, the appearance of bubonic plague at Honolulu, which diverted large numbers of Japanese intended for the Sandwich Islands to the American continent, and the exceptional activity of immigration agencies in Japan during that period. The sudden falling-off in Japanese immigration which has followed, is to be attributed to the action of the Japanese government in restricting the departure of its subjects for Canadian and American ports.

The Commissioner sent to Japan by the United States government in 1898, in or-

der to investigate the subject of Japanese immigration to the United States, is quoted in the report of the Canadian Commissioners in this connection, in regard to certain interesting and highly important provisions of the Japanese law relating to immigration. He says :—

Under the Japanese law every subject is registered in his native prefecture, which he may not leave without permission of the authorities and from which he, or she, must obtain their passport, when they desire to emigrate. Inasmuch as the government claims the perpetual allegiance of its subjects, it grants a passport, limited to three years, and I was informed that a large part of the emigrants who thus go abroad return to their native land sooner or later, and consequently few Japanese, and indeed I may say none, come to the United States with a view of remaining or making homes, the theory of their emigration system being for the promotion of emigration as an educational process and money-making investment for a temporary period, the profits of which accrue jointly to the promoter and to the emigrant, the Japanese empire being the recipient of what may be described as the unearned increment through its people that thus go abroad, through their contact with more enlightened people, and by reason of the accumulated capital, which they return to their native land. It is through the tenacious allegiance which the subjects of Japan yield to their sovereign that the promotion of emigration becomes a reasonably safe business.

The same authority is quoted further on in reference to the care with which the Japanese government, before granting a passport, requires every emigrant to provide sureties for his return to his native country in case of need.

### The Japanese at Home.

With a population of 43 millions, or about 293 to the square mile, Japan possesses manufacturing interests of no inconsiderable extent, though the great mass of the people live by farming, including under the latter term, silk raising and fishing. From 100 to 150 yen per annum (\$50 to \$75) is the average income of a Japanese family of four. Their implements are of the most primitive character, and the allotment of land to the family or individual is, in most cases, less than an acre. Over-population and the fact that the agricultural interests of the country are incapable of further expansion, has reduced the

value of labour in Japan below a decent living point, with the result that the labour which she has to send abroad is almost pauper labour. From a table prepared by the California Bureau of Labour Statistics in 1897, it appears that wages in Japan, which had greatly increased with the several years prior to that date, were still at the following very low figures :—Blacksmiths, 24 cents per day ; brickmakers, 28 cents ; carpenters, 24 cents ; labourers, 17 cents ; servants, \$1.41 per month ; shoemakers, 19 cents a day ; tailors, 18½ cents a day, &c.

The evidence of witnesses, reproduced in the report, is crowded with interesting details as to the life of the common people of Japan. The Chinese, it seems, have an extraordinary reputation in Japan for uprightness in money matters, and are employed in nearly all the business houses and banks of the country. Japanese villages are cleaner and prettier, as well as flimsier than those of China. Their houses are roomy, partitioned by sliding frames or folding screens, but are almost utterly devoid of furniture, the people sleeping on the mats of straw or rushes that cover the floors. An ordinary house in Japan costs about \$20. The wants of the Japanese are very few, and are easily supplied. Their clothing in particular is scant and inexpensive. Marriage is universal.

### The Japanese in British Columbia.

The prices charged by steamship companies for bringing the Japanese to America range from \$7 to \$30 a head. Once landed in Canada, the Japanese, for the most part, lay aside their native costume, except in their homes, though retaining their national habits as to food, which consists almost wholly of rice, fish and vegetables. The average Japanese immigrant has from \$30 to \$40 in money on his arrival. The laws of sanitation seem to be pretty well understood in Japan, and in America the Japanese do not show the same tendency as the Chinese to crowd

together. A number of witnesses agreed in considering them cleanly in habits, industrious and intelligent, and as being capable of taking a place among the civilized nations of the world. The Japanese is more like the white man than the Chinese in conforming with the manners and customs of the country in which he is an immigrant. Other witnesses, however, found them equally as dirty as the Chinese and considered them to constitute an equal menace to the health of any community in which they might dwell. Their average wage in British Columbia is from 90 cents to \$1 a day.

### The Fishing Industry.

The Commission begins its survey of the industries of the province chiefly affected by Japanese labour, with an examination of conditions in the fishing industry, as that in which the presence of Japanese competition is most keenly felt. The extent to which they have encroached upon this business may be appreciated from the fact that in 1896, out of a total of 3,533 licenses issued in British Columbia, 452 went to Japanese, while in 1901, out of 4,722 licenses so granted, the Japanese took out 1,958. Moreover, the increase in the number of licenses is in direct proportion and corresponds to the increased number taken out by the Japanese. There are at least 4,000 Japanese directly engaged in the fishing business in British Columbia. As fishermen, the Japanese work hard when the fish are scarce. As to whether the overcrowding of the Fraser River with fishermen was largely owing to the immigration of Japanese, the majority of the witnesses summoned before the Commission agreed that it was. That the Japanese were taking the places of white men as fishermen, and that a white population is thereby prevented from coming into the country, is generally admitted. A number of the chiefs of different Indian tribes were also examined by the Commissioners on these points. They unanimously and strongly protested against the admission

of the Japanese as having driven the Indians out of employment and reduced them to the verge of starvation. Several officials also gave evidence as to the number of licenses issued, and the obtaining of the same by the Japanese by fraudulent naturalization papers. That the Japanese become naturalized, not in order to become citizens in the ordinary sense of the term, but in order to obtain fishing licenses, is the prevailing belief. Practically none of the Japanese of the fishing class bring their families with them, and 'it is not right, according to the conclusion reached by the Commission, 'that this important industry should fall into the hands of a class who are foreigners and who do not assist in settling the country with a permanent class of citizens.'

### The Boat-building Industry.

Until a few years ago the important industry of boat-building in British Columbia was wholly in the hands of Canadians. To-day, with the exception of one large manufacturing firm, it has passed almost entirely under the control of the Japanese, who make not only their own fishing boats, but also a large number of those employed by white fishermen, including the more expensive and seaworthy boats that are used at the mouth of the Fraser and in the Gulf of Georgia. The Commission regards these tendencies in a very important industry as a serious matter. A number of witnesses gave evidence as to the deadly effect of Japanese competition. As a matter of fact, white boat-builders who formerly earned from \$2.50 to \$3 per day have been completely driven out of employment in British Columbia. If the fishermen gain by the cheaper price at which boats of Japanese manufacture are sold to them, they lose by the increased efficiency thus given to the competition of Japanese fishermen. The manager of the single boat-building factory which at present exists in the province stated that the existence of the industry depended upon the fact, that the Japanese do not employ machinery,

and in the absence of a competing factory employing Japanese labour. This bringing down of prices by cheap labour can only be cured, in the opinion of the Commission, by the removal of the labour in question.

### The Lumber Industry.

The Japanese are not employed in lumber camps, but in the mills they have largely driven the Chinese out of the business during the last few years. There are at present about 500 Japanese engaged in this industry. As to their capacity for work, a number of mill-owners stated that about one-third of the Japanese were as efficient as white men, while of the rest, two whites were equal to three Japanese.

The cheapness of Japanese labour influences a number of managers in its favour, while others declare that in the long run, white labour would be equally as cheap. Unskilled labour earns from \$1.75 to \$2 a day in lumbering. The American mills manage very well without Japanese labour, and this fact, together with a large body of evidence that went to show that there were already sufficient Japanese in the country for the present requirements of the industry and for some years to come, influenced the Commission in believing that if no more Japanese were brought into the country, the change from Japanese to white labour in the mills would take place gradually, and without serious loss to the business. As the lumbering industry 'is one of the few that gives employment the year round, it is of great importance that it should give employment to white labour, and so build up a permanent community.'

In the industries which are grouped as accessories to the lumbering business, such as the manufacture of shingle bolts, mining timber and cord-wood, the Japanese have also gradually driven out both white men and the Chinese. One manufacturer, out of a total expenditure of \$44,000, paid only \$14,000 to white labour. As the largest shingle mill in the world, situated in Fairhaven, Washington, does not employ Japan-

ese or Chinese labour, the same being true also of the other large mills of the State of Washington, the Commission thinks it clear that the similar industries of British Columbia need not depend upon Japanese labour for their supply of raw material, while it finds that the Japanese monopoly of this branch of the business seriously handicaps the white settler while engaged in clearing his land.

### Other Occupations.

Short reviews are given in the report of the effect of the competition of Japanese labour in the following industries :—

(1.) The Japanese have only found employment in recent years in the *coal mines* of the province, and to a very limited extent. About 102 are employed at the Union Mines, and 100 at Extension Mines, so that they cannot be regarded as essential in this branch of the industry. A few Japanese find employment in the *metalliferous mines* near Victoria and on Texada Island, but the number is insignificant. About 100 have displaced Chinese in the *Cariboo* country, where about 100 are now employed.

(2.) With the exception of the C.P.R. system, the Japanese are employed upon the *railways* of the province. About 70 are engaged steadily upon the Pacific Division of the C.P.R. as sectionmen, or extra gang men, and at certain seasons of the year the number is as high as 300. They are paid \$1.10 per day, where white men receive \$1.25 to \$1.50. According to the superintendent of the division, the Japanese are better labourers than the Italians, but as the whole number of men employed on the division in question is nearly 5,000, it will be seen that their proportion to the whole is very small.

(3.) The Japanese make excellent sailors, and are engaged, accordingly, to a limited extent in sealing. They are poor hunters, however, and are employed in this industry chiefly as boat-pullers and boat-steerers.

(4.) As *domestic servants* the Japanese are not employed to the same extent as the

Chinese, nor are their wages as high, nor do they give the same satisfaction. In Victoria, out of 139 males, 57 find employment in this branch of service.

(5.) As *farmers* and *market gardeners* they are poorly thought of, and find little employment.

(6.) There are a few Japanese *tailors*, but their numbers are very limited.

### Popular Opinion in Regard to the Japanese.

A thorough canvass was made by the Commission as to the general consensus of opinion in British Columbia with regard to Japanese as immigrants, and the inquiry was also extended in this particular to the United States. As a rule, the Japanese are regarded as more dangerous competitors to white labour than the Chinese. They are more independent, energetic, apt, and ready to adopt the methods of the white man, availing themselves of every opportunity to learn English and generally adapting themselves as well as the circumstances of their residence in the country will permit, to the conditions prevailing among the whites. They are possibly less reliable than the Chinese, and fall more readily into the vices of the white man. Except, however, for their disregard of sanitary by-laws, the absence of convictions among them would indicate that the Japanese are law-abiding citizens. The objections to their presence, however, were found to run in very much the same line as those alleged against the Chinese. The Japanese immigrant is without wife or family, and his passport requires him to return within three years. He does not contribute to the support of schools or churches. He works at a wage that is wholly inadequate to a white man. He carries his earnings away with him when he goes, and while he remains, he pays no fair proportion of the taxes of the country. The consensus of opinion is, therefore, that while in some respects the Japanese may be less undesirable than the Chinese,

yet in all that goes to make for the permanent settlement of the country they are quite as serious a menace.

Canada's trade with Japan is very small. The imports in 1900 amounted to only \$1,762,534, and the exports to \$112,308. The export of fish and fishing products of Japan make up \$47,773 of the latter amount.

### The Present Situation.

For the time being the immigration of Japanese into Canada has practically ceased, only 56 Japanese having arrived at Canadian ports during the last six months of 1901. This is doubtless the direct result of the action of the Japanese Minister of Foreign Affairs, in giving to the local governors of prefectures in Japan instructions to prohibit entirely the emigration of Japanese labourers destined for Canada or the United States, in order to avoid conflict between Japan and Canada arising out of the British Columbia legislation of 1900. As explanatory of the steps by which this situation was brought about, the report quotes in full the correspondence which passed between the British Colonial Secretary and the Dominion government in regard to the anti-Japanese legislation of the legislature of British Columbia. From this it appears that offence was taken by the Japanese government, not on account of the practical exclusion of Japanese which the British Columbia legislation effected, but because of their *ex-nominatim* exclusion, which had the effect of stamping the whole nation as undesirable persons, an objection which does not apply to the provisions of the Natal Act, although the exclusive effect of that law is quite as pronounced.

### Finding of the Commission.

In delivering final judgment upon the evidence taken with reference to this branch of the investigation, the Commission begins by commenting favourably upon the action of the Japanese government in restricting the emigration of its citizens to Canadian ports. 'Nothing further is

needed,' the Commission adds, 'to settle this most difficult question upon a firm basis than some assurance that the action already taken by the government of Japan will not be revoked.' If, however, a change of policy should be adopted by the government of Japan, whereby Japanese labourers might again be permitted to emigrate to Canada, the Commission is of the opinion that the welfare of the province of British Columbia imperatively demands that effective measures be adopted to take the place of the inhibition now imposed by the Japanese government. 'Your Commissioners recommend that in that event an Act be passed by the Dominion government on the lines of what is known as the Natal Act, made sufficiently stringent and effective to accomplish the desired result.'

### The Natal Act.

In order to give complete clearness to their finding, the Commission has appended to the report a copy of the Natal Act referred to. The Act, which is known as 'The Immigration Restriction Act, 1897,' forbids the immigration of any illiterate, pauper, insane, idiot, immoral or criminal person, or any person suffering from a loathsome or dangerous contagious disease, exceptions being made in the case of the diplomatic corps and land and sea forces of foreign countries or of Great Britain, and persons expressly exempted by the government. A 'prohibited' immigrant in Natal is liable to imprisonment for six months and deportation, unless the defendant can find two sureties each in the sum of £50 that he will leave the colony within one month. Paupers and illiterates may enter the colony on deposit of £100, or if they can prove that they were formerly domiciled in Natal. The wife and children of any person not a prohibited immigrant are free from the operation of the Act. The liability of masters and owners of vessels bringing in prohibited immigrants is defined, as well as the penalties incurred by those who have committed any contravention of the Act.

## BRITISH COLUMBIA LABOUR LEGISLATION, 1902.

AT the session of the British Columbia Legislature, ended during June, a number of enactments were passed which have an immediate bearing on the position of labour in that province. Of these the most important were measures for the protection of the rights of workmen employed upon public or subsidized works; an Act to protect workmen against deceptive representations as to the condition of the labour market; and an Act defining more clearly the rights and liabilities of trade unions in regard to such actions as may arise prior to or in connection with a strike or lock-out.

### Rights and Liabilities of Trade Unions.

In an *Act to amend the law relating to trade unions*, a number of debatable points as to the liability of trade unions for the actions of their members have been determined favourably to the unions. As to whether a union or its funds shall be liable for any wrongful act of commission or omission on the part of individual members, officers or authorized persons, it is stated that no such liability shall exist unless it can be shown that the acts so committed were duly authorized by the union itself, or by persons or committees having power to give such authority on its behalf. As to the right of trade unions, their members, or other persons, to communicate facts respecting employment or hiring with other persons or parties, or facts in regard to the purchase of products, and also as to the right of persuading or endeavouring to persuade by fair or reasonable argument any workman or other person at the expiration of an existing contract not to renew the same, or to refuse to become the employee or customer of any person, the law states that any of such actions shall not be an offence nor the parties performing them in any way liable. This exemption from liability is expressly stated to apply

also to the publishing of information with regard to a threatened strike or lock-out or to the warning of workmen or others against seeking employment in a locality affected by a strike or urging them not to seek employment in such locality, or from purchasing or using the products produced or distributed by an employer of labour who is a party to such strike or lock-out.

The following is a transcript of the provisions of the Act :

1. No trade union nor any combination of workmen or employees in British Columbia, nor the trustees of any such union or combination, in their representative capacity, shall be liable in damages for any wrongful act of commission or omission in connection with any strike, lock-out, or trade or labour dispute unless the members of such union or combination or its council, committee or other governing body, acting within the authority or jurisdiction given such council, committee or other governing body by the rules, regulations or directions of such union or combination, or the resolutions or directions of its members resident in the locality or a majority thereof, shall have authorised, or shall have been a concurring party in, such wrongful act.

2. No such trade union or association shall be enjoined, nor shall any officer, member, agent or servant of such union or association, nor any other person, be enjoined, nor shall it or its funds, nor any such officer, member, agent, servant or other person be made liable in damages for communicating to any workman, artisan, labourer, employee or person, facts respecting employment or hiring by or with any employer, producer, or consumer or distributor of the products of labour or the purchase of such products, or for persuading or endeavouring to persuade by fair or reasonable argument, without unlawful threats, intimidation or other unlawful acts, such last-named workman, artisan, labourer, employee or person, at the expiration of any existing contract, not to renew the same with or to refuse to become the employee or customer of any such employer, producer, consumer or distributor of the products of labour.

3. No such trade union or association, or its officer, member, agent or servant, or other person, shall be enjoined or liable in damages, nor shall its funds be liable in damages for publishing information with regard to a strike or lock-out, or proposed or expected strike or lock-out, or other labour grievance or trouble, or for warning workmen, artisans, labourers, or employees or other persons against seeking or urging workmen, artisans, labourers, employees or other persons not to seek employment in the locality affected by such strike, lock-out, labour grievance or trouble, or from purchasing, buying or consuming products produced or distributed by the employer of labour party to such strike, lock-out, labour grievance or trouble, during its continuance.

### Security of Wages due Workmen on Public Works.

An Act known as "*The Public Works Wages Act, 1902*," makes provision for the payment in certain cases of the wages of the employees of provincial government contractors or sub-contractors out of the securities held by the Crown, the provision being that where any foreman, workman or labourer employed on public contract work, within two months after it becomes due, files a claim for the wages or any sum due him in the office of the member of the Executive Council who had the awarding or supervision of the contract and its execution, the latter may cause the same to be paid to the extent of any moneys or securities which, at the time of the filing of the claim, may be in the hands of the Crown for securing the performance of the contract. Contractors or sub-contractors may be required to furnish, not later than the 15th day of each month, a list, attested upon oath or statutory declaration, showing the names, rates of wages, amounts paid and amounts due and unpaid for wages and labour done by any foreman, workman, labourer or team employed during the previous month, and a default in making such return shall render a contractor liable to a penalty not exceeding \$100, or not less than \$10 for every day during which the default continues. The penalty may be deducted out of the moneys in the hands of the Crown deposited by or owing to such contractor. Where default is made by a sub-contractor the penalty may be recovered with costs at the suit of the Crown in any court of competent jurisdiction.

### Security of Wages due Workmen on Subsidized Work.

A provision is also made to secure the payment of wages of employees engaged upon any work subsidized by the legislature. It is enacted that where any subsidy, loan or bonus of money is authorized by the legislature to be granted any company or person towards the construction

of any railway or other work, it shall, in the absence of special provision by the legislature to the contrary, be deemed a condition of the grant that so much of the money may be retained as the Lieutenant Governor in Council may think proper to secure the payment of claims for wages of persons employed on such railways or other work, whether by such company or person, contractor or sub-contractor, or for sums due or to become due for labour of persons or teams so employed. To secure the enforcement of this provision it is stated that in the event of any claim for wages or sum remaining unpaid for 30 days after notice has been served upon the member of the Executive Council charged with the duty of seeing that the conditions upon which it is granted are duly carried out, the Lieutenant Governor in Council may, upon being satisfied that a claim is due and unpaid direct that it be paid, together with all proper costs and charges in connection therewith, out of any moneys retained.

### Liabilities of Companies for Wages due by Contractors.

A further provision makes certain companies liable for wages due by contractors, it being enacted that every company incorporated under any general or special Act of the British Columbia Legislature is liable to the payment of the wages of any foreman, workman, labourer or team employed in the construction of any work in the province done by or for the company, whether directly under the company or through the intervention of any contractor or sub-contractor. To secure this liability it is provided that in case default is made by any contractor or sub-contractor in the payment of the services of any such foreman, workman or labourer, a notice stating name of claimant and amount of wages claimed shall be served upon the company by or on behalf of the claimant not later than two months after such wages are payable; such notice and any summons or process required to be served upon the com-

pany in the prosecution of any action, may be served upon the president, vice-president, secretary, managing director, superintendent, engineer, or any recognized officer representing the company, or by leaving the same with any adult person at the office or usual place of abode of any of them.

### Regulation of Labour to be Employed upon Subsidized Works.

*The Subsidized Works Labour Regulation Act* contains a provision which permits of the provincial government requiring as a condition to the payment of any subsidy, an executed agreement with furnished security as to the classes of labour which shall or shall not be employed in connection with the work for which a subsidy is granted. The enactment, in fact, gives to the Lieutenant Governor in Council power to make as a condition precedent to the granting of any subsidy an agreement as to the employment of labour in connection with such work upon such terms and conditions as to the Lieutenant-Governor in Council shall seem meet and proper. The exact terms of this provision are as follows :—

Notwithstanding anything contained in any Act of the Legislature of British Columbia enacted at the present session of the legislature, or that may hereafter be enacted, unless such future enactments shall expressly exclude the operation of this Act, the Lieutenant Governor in Council shall not grant aid by money, securities or lands of the province, or a right of or other work to be constructed by such person, firm or corporation, until such person, firm or corporation in respect of any railway or other work to be constructed by such person, firm or corporation shall have entered into an agreement with the Lieutenant Governor in Council as to the employment of labour upon or in connection with said railway or other work upon such terms and conditions as to the Lieutenant Governor in Council shall seem meet and proper, and shall have given the Lieutenant Governor in Council satisfactory security, by bond or deposit of money, that the

terms of said agreement shall be strictly adhered to.

### Respecting Deception in Procuring Workmen or Employees.

An Act cited as "*The Deceptive Workmen's Act, 1902*," makes it unlawful for any person doing business in the province by himself or his agents, to induce or engage a workman to change from one place to another in the province, or to bring a workman of any calling or class into the province by means of deceptive representation, false advertising or false pretenses concerning the character or kind of work to be done or amount and character of the compensation to be paid for such work, or the sanitary or other conditions of employment, or as to the existence or non existence or other trouble pending between employer and employees at the time of or prior to such engagement. Any workman subjected to such deceptive representations as to the conditions of the labour market shall have a right of action for the recovery of all damages that he may have sustained in consequence, such right of action to be against any person directly or indirectly causing such damages.

A provision similar in kind makes it unlawful by certain deceptive representations to prevent an employer from obtaining the services of workmen, the law providing that it is unlawful for any person doing business in the province to induce or persuade a workman not to change from one place to another in the province or to keep away from the province by means of deceptive representations, false advertising, or false pretenses in regard to such subjects as are mentioned above.

## GOVERNMENT CONTRACTS FOR THE MONTH OF JUNE.

(Information supplied by the Department of Public Works.)

The following contract was awarded by the Department of Public Works and received the signatures of both parties during the month of June, and contained the appended Fair Wages Schedule of minimum rates of wages to be paid to the labourers engaged in the work.

Construction of a dock, ice-breaker and dredging, Three Rivers, Que. Date of contract, June 10, 1902. Amount of contract, \$250,500.

### FAIR WAGES SCHEDULE.

Trade or Class of Labour.	RATE OF WAGES : Not less than the following.		
Contractor's engineer .. . . .	\$ 5.00	per day.	
“ assistant engineer .. . . .	2.50	“	
“ draughtsmen .. . . .	2.00	“	
“ foreman carpenter .. . . .	2.50	“	of 10 hours.
“ “ for concrete .. . . .	3.00	“	10 “
Carpenters .. . . .	1.50	“	10 “
“ helpers .. . . .	1.25	“	10 “
Timekeepers .. . . .	1.50	“	10 “
Dredge captain .. . . .	60.00	per month with board.	
“ engineer .. . . .	50.00	“	“
“ fireman .. . . .	25.00	“	“
“ cranemen .. . . .	50.00	“	“
“ deckhands .. . . .	20.00	“	“
Tug captain .. . . .	50.00	“	“
“ engineer .. . . .	50.00	“	“
“ fireman .. . . .	25.00	“	“
“ sailors, each .. . . .	15.00	“	“
Cooks, each .. . . .	16.00	“	“
Scowmen, each .. . . .	1.25	per day of 10 hours.	
Divers with complete outfit .. . . .	8.00	“	10 “
“ without outfit .. . . .	4.00	“	10 “
“ helpers, each .. . . .	1.40	“	10 “
Steam derrick engineer .. . . .	2.50	“	10 “
“ fireman .. . . .	1.50	“	10 “
Foreman for pile drivers .. . . .	2.50	“	10 “
Engineer, hoisting engine on pile drivers .. . . .	2.00	“	10 “
Helpers on pile drivers .. . . .	1.50	“	10 “
Skilled mechanics, each .. . . .	2.00	“	10 “
Drivers with one horse and cart .. . . .	2.00	“	10 “
“ two horses and wagon .. . . .	3.00	“	10 “
“ one horse .. . . .	2.00	“	10 “
“ two horses .. . . .	3.00	“	10 “
Ordinary labourers .. . . .	1.25	“	10 “

### TRADE DISPUTES OF THE MONTH OF JUNE.

OF the strikes commenced during the month of June the two most important were the strike of the employees of the Toronto Street Railway Company, commenced on June 21, involving over 900 employees, and the strike of the freight handlers and other employees of the Canada Northern Railway Company at Winnipeg.

The Toronto Street Railway strike was terminated after the interruption of the total service in Toronto for three days, through the successful mediation of a voluntary committee of the Toronto Board of Trade. Full particulars of this strike, and the nature of the intervention of the Board of Trade Committee, with its results, are given in a special article published

elsewhere in the present number of the *Gazette*.

### Canada Northern Railway Strikes.

The strike of the freight handlers and other employees of the Canada Northern Railway Company at Winnipeg commenced on the last day of the month. It is generally supposed to have arisen out of sympathy manifested by several employees of the company with the machinists of the Canada Northern shops at Winnipeg, who came out on strike on May 16. In this latter strike three sets of employees were involved, namely, machinists, boilermakers and blacksmiths, the total number being about 40. Of this number, a large per-

centage were helpers, and several apprentices. Shortly before the strike, schedules governing the conditions of service were submitted to the company by the employees for its acceptance. An acknowledgment of their receipt not having been given, and the employee's committee in charge being unable to arrange a satisfactory interview with the officers of the company for the purpose of considering the demands which had been made, the men went on strike.

About the end of the month of May a request was received at the Department of Labour from the chairman and secretary of the strike committee, asking the intervention of the department to lend its friendly offices towards the effecting of a settlement under the Conciliation Act. The Deputy Minister of Labour visited Winnipeg shortly after the receipt of this request and interviewed both parties to the dispute. By the company he was informed that so far as its interests were concerned they were practically unaffected by the strike. The company regarded the men who had gone out on strike as having been dismissed from its employ. A temporary embarrassment had been caused in a few cases because of the strike, but this the company had been able to meet. So far, therefore, as the company was concerned, there were no negotiations which it desired to carry on with any of the original strikers. If any of the men concerned in the strike should subsequently seek re-employment with the company, it would use its discretion as to the terms, if any, on which they might be taken back.

These facts were communicated by the Deputy Minister to the committee which had asked the intervention of the department, but the committee, while admitting that this had been the attitude which the company had assumed towards them from the outset, denied the allegation that their places had been, or could be satisfactorily filled by other men.

In the strike which commenced on June 30, some 220 employees of the company

are concerned. It was occasioned in a manner similar to the strike of the machinists. The company was presented with schedules setting forth rules and regulations governing the services of the employees concerned, and satisfactory recognition of the demands in these schedules not having been made the employees came out on strike. Those who went out comprised wipers, car men, including car and coach cleaners, switchmen, trackmen, freight handlers, freight clerks and other classes. It was expected at the time of the strike that the original number would be supplemented by other employees of the company.

### Strike at Louiseville, Que.

The intervention of the department was also requested during the month by the employees of the Tourville saw-mills at Louiseville, Que. A strike of about 230 employees of the mills took place on June 16, the occasion being the refusal of the company to concede the demand of a reduction of hours and abolition of certain conditions in existing contracts between the employees and the company. The number of working hours was eleven per day, and the men demanded a reduction to 10 hours, the complaint being that at the speed at which they were required to work, 11 hours a day was too arduous a strain. In the contracts originally signed by the employees and the company, were clauses giving to the company the right to retain 10 cents per day from the wages of each man, and also the wages of the first six days' service, to be remitted at the closing of the mills, the company reserving to itself, however, the right to retain as damages any amount thus held back where it dismissed from its service any man who left his post or work without permission, lost time, or refused to obey the orders given, or infringed the regulations of the company. The employees, while conceding to the company the right of dismissing any employee, claimed that unless some positive injury had been suffered by the company due to

misconduct, negligence or other cause on the part of the employee dismissed, the latter should be entitled to all his pay which had been kept back in the hands of the company. The employees also asked that they should have the right to leave the company's employment on giving a week's notice, and that any one so leaving under this condition should be entitled to all arrears of pay retained by the company.

During the negotiations carried on by the Deputy Minister of Labour between the company and the men on the 21st and 22nd of the month, the company expressed its willingness to concede the demands of the men as to making the concessions asked for regarding the conditions in the contract, but were not willing to grant any reduction in the hours of labour. The employees being unwilling to return without gaining the shorter hours, continued on strike for some days longer. On the 26th of the month, however, they returned to work, the concessions as to conditions being granted, but the hours of work remaining as they had hitherto been.

A feature of the strike at the Tourville mills was the stoppage of work at other mills on the river below, occasioned by the blockade of logs which took place after the commencement of the strike. About 50 employees of the Dansereau company were obliged to suspend operations for a few days.

### Strikes in Toronto, Ont.

Of the other strikes reported to the department for the month of June the greatest number occurred at Toronto, where the marble workers, boilermakers and boilermakers' helpers, electrical workers, plumbers, and leather workers struck. The marble workers went out on the 2nd of the month for an increase in wages from 14 and 16½ cents to 25 cents and 30 cents an hour. They were successful in their demands, and returned to work on the 16th. In the case of the electrical workers and plumbers, no

settlement had been reported at the end of the month, although a number of employers had conceded the electrical workers' demands. The strikes of the boilermakers' helpers and boilermakers were settled under an agreement to arbitrate the demands of the helpers. The strike of leather workers, which took place on the 23rd of the month, and which was caused by sympathy with an employee who objected to a system of piece work and quit, ended in a couple of days, the employee in question being restored to his former position and an agreement to recognize a grievance committee obtained.

### Other Strikes of the Month.

Granite cutters at St. George, N.B., to the number of 200, struck on the first of the month for increased wages and a 9-hour day, and on the 18th were granted the 9-hour day and an increase in wages amounting to 10 per cent.

Electrical workers at Hamilton, Ont., to the number of 50, went out on the 17th of the month for an increase in pay equal to about 40 per cent and for shorter hours. On the 23rd both parties to the dispute submitted the matter to arbitration, the men returning to work in the meantime. The award of the arbitrators had not been given at the end of the month.

Some 20 street labourers engaged in cedar block paving at Walkerville, Ont., quit work in an attempt to get a 9-hour day with pay for 10 hours. They quit work on the 9th, and returned to work on the 11th, the contractor making an arrangement whereby he paid by the hour, thus giving the men the option of working either 9 or 10 hours per day, as they saw fit.

Dependent upon the strike of confectioners at Winnipeg was that of some female employees of a manufacturing stationer. The girls objected to working on boxes which they alleged were for the company whose employees were on strike. Upon the assurance that this was not the case, they returned to work.

Some fishermen at Delta, Man., struck for a higher price for their catch; and 16 carpenters and joiners in the employment of a Winnipeg firm struck for the observance of a 9-hour day.

At Fernie, B.C., a strike of miners was occasioned by the adding of half an hour to the duration of the shift. Some 200 men are affected by this strike, no settlement of which had been reported at the end of the month.

### Disputes Commenced Prior to Beginning of Month.

Of the large number of strikes which commenced prior to the month of June, about one-half were settled during that month, some 8 or 9 remained unsettled at its close. Among the latter are the following:—plasterers and free stone cutters at Halifax, N.S., moulders at Moncton, N.B., foundrymen at Sackville, N.B., brewery bottlers at Fairville, N.B., machinists at Kingston, Ont., printers at Toronto, and bakers and confectioners at Hamilton, Ont., and Winnipeg, Man.

Of the strikes settled the majority of settlements were in favour of the strikers, the granting of a number of increases in wages being a principal result. In the case of the carriage and wagon workers at Toronto, who, to the number of 175, went out on May 1, most of the firms affected gradually conceded the men's demands for a 15 per cent increase in wages and a reduction in the number of working hours per week; at the end of the month practically all the firms interested were paying the new rate. The strike of structural iron workers, also at Toronto, commenced on May 10 and involving 125 hands, ended on June 5, the employers concerned having granted increases, graded from 25 to 27 cents per hour, the original demand of the strikers being for an increase from 22 and 25 cents to 27½ cents per hour. The settlement of this strike brought to a conclusion the strike of some members of the building trades who had gone out in sympathy with the structural iron workers. Another Toronto

strike settled during the month was that of the jewellers, occasioned about the middle of April through union difficulties. This dispute was ended by the employers agreeing to recognize the union, and granting a reduction in the number of working hours per week from 55 to 52.

The strike of builders' labourers at Quebec, Que., which commenced in April and which at the beginning of May had practically been settled by most of the contractors concerned granting the increase of 2½ cents per hour demanded was renewed on June 20, by an attempt on the part of the men to force those contractors who had not conceded the advance to do so. The men, however, were unsuccessful in achieving this end, and returned to work after being out four days.

Two strikes in Montreal were ended during the month, viz., the plumbers and steamfitters, and the moulders. In the case of the former, where the demand was for a minimum wage of 25 cents per hour and a 9 hour day, most of the employers affected had, at the end of the month, conceded the men's demands; in the case of the latter, a compromise was effected by which the men agreed to a minimum of \$2.20 per day instead of \$2.50 as asked, a compromise, nevertheless, which means a considerable increase to the moulders.

A strike of labourers engaged on Government contract work at Port Burwell, Ont., involving some 30 men, whose demand was for an increase in wages equal to more than 10 per cent was settled on the 2nd of the month under the Conciliation Act, the men accepting an increase of 10 per cent. The strike commenced on May 31.

### Wages of Ship Labourers at Quebec.

A subject of considerable importance to the harbour of Quebec, and one which has occasioned much discussion between the parties concerned, though happily it had not, at the end of the month, assumed the character of a strike, was the dispute as to the rates of pay of long-shoremen in the employ of the Leyland

## TRADE DISPUTES OF THE MONTH OF JUNE.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Firms or Establishments affected.	Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
					Directly.	Indirectly.			
I.—DISPUTES WHICH COMMENCED PRIOR TO BEGINNING OF THE MONTH.									
New Brunswick.....	Moncton.....	Moulders.....	Refusal by management to concede 20% increase to piece hands and minimum wage of \$2.50, or to recognize union, and subsequent discharge of several union men.	1	40	.....	Jan'y. 7	.....	No settlement reported at end of month.
New Brunswick.....	Sackville.....	Foundrymen.....	Objection by men to signing paper pledging themselves to work continuously through the year at present wages.	1	18	.....	Feb. 24	.....	No settlement reported at end of month.
Ontario. ....	Toronto .....	Jewellers .....	Discharge of employees because they were members of union.	2	88	....	April 14	June 2	Employers agreed to recognize union, and reduced number of working hours per week from 55 to 52.
New Brunswick.....	Fairville.....	Brewery bottlers..	Refusal of employers to grant 9 hour day instead of 10.	1	9	.....	" 15	.....	No settlement reported at end of month.
Ontario.....	Toronto .....	Printers .....	Refusal of company to adopt union principles.	1	9	....	" 16	.....	No settlement reported at end of month.
Quebec.....	Quebec. ....	Builders'labourers	For increase in pay from 12½ to 15 cents an hour.	8	300	.....	June 16	June 20	Some employers had conceded increase after strike in previous month, and men returned to work in some cases, but quit again on the 16th June to try and force all employers to come in. After being out four days they returned to work without having gained their demands.
Ontario.....	Kingston.....	Machinists.....	Objection by men to employment of handy men as machinists.	1	65	....	April 30	.....	No settlement reported at end of month.
Ontario.....	Toronto .....	Carriage and wagon workers..	For 15 per cent increase in wages and 55 hours per week.	22	175	.....	May 1	June 20	Men received their demands and returned to work, except in a few instances.
Quebec.....	Montreal .....	Plumbers and steamfitters.	Refusal of employers to sign agreement with union, calling for minimum wage of 25 cents per hour and 9 hour day.	60	145	.....	" 1	" 1	Practically all employers conceded in-crease asked.
Manitoba...	Winnipeg.....	Bakers.....	For increase from 20 to 25 cents an hour and recognition of union.	11	14	.....	" 1	.....	No settlement reported at end of month.
Ontario.....	Toronto .....	Structural iron workers.	Increase in wages from 22½ and 25 cents an hour to 27½ cents.	5	125	....	" 10	June 5	Employers granted graded increases, from 25 to 27 cents per hour.
Quebec.....	Montreal .....	Moulders .....	Refusal of employers to grant men's demand for minimum wage of \$2.50 per day.	1	300	.....	" 14	" 2	Compromise effected by which men receive minimum of \$2.20 per day.

Manitoba...	Winnipeg...	Machinists...	For increase in wages and other conditions	1	55	...	"	16	Employers claim not to be affected by strike, but union states no men have returned to work.
Ontario.....	Hamilton.....	Bakers.....	Lockout by employers on men objecting to Sunday work.	1	5	.....	"	25	No settlement reported at end of month.
Manitoba...	Winnipeg...	Confectioners (female).....	Objection by firm to employees forming a union.	1	40	.....	"	25	No settlement reported at end of month.
Ontario.....	Toronto.....	Building trade.....	Sympathy with structural ironworkers....	1	65	.....	"	31	Settled upon termination of structural iron-workers' strike.
Ontario.....	Port Burwell..	Labourers.....	For more than 10 p. c. increase in wages..	1	30	....	May 31	June 2	Settled under Conciliation Act, labourers accept 10 p. c. increase offered.

## II. - DISPUTES WHICH COMMENCED DURING THE MONTH.

New Brunswick.....	St. George.....	Granite cutters	For increased wages and 9 hour day.....	6	200	...	June 1	"	18 9 hour day granted, and an increase in wages amounting to 10 p. c.
Manitoba...	Delta.....	Fishermen.....	Against reduction in prices paid for fish....	.....	30	.....	"	1	No settlement reported at end of month.
Ontario.....	Toronto.....	Marble workers..	For increase in wages—polishers from 14 and 16½ cents to 25 cents an hour; cutters from 20 to 30 cents an hour.	3	40	.....	"	2	16 Increase granted, together with 9 hour day and time and a half for overtime.
Ontario.....	Toronto.....	Boilermakers and shipbuilders' helpers.	Increase from 15-17 cents per hour to 20 and 22 cents.	3	160	.....	"	2	14 Men returned to work under agreement to arbitrate their demands.
Ontario.....	Toronto.....	Electrical workers	Increase to 30 cents an hour and 8 hour day.	.....	100	.....	"	2	Some employers conceded demand, but no general settlement reported at end of month.
Ontario.....	Toronto.....	Boilermakers.....	Sympathy with boilermakers' helpers....	3	70	.....	"	7 June 14	Settled on conclusion of helpers' strike.
Ontario.....	Walkerville...	Labourers.....	For a 9 hour day with same pay as for 10 hours.	1	20	.....	"	9	11 Contractor now pays by the hour at rate of 10 hours per day instead of by the day. Men free to work 9 or 10 hours. All returned to work.
Manitoba...	Winnipeg.....	Manufacturing stationers employees (female)	Employees alleged that certain work given them was for a company whose employees are on strike.	1	5	.....	"	12	16 Girls were given assurance that no work would be offered them from factory whose employees were on strike; four returned and one went to work in another factory.
Quebec.....	Louiseville....	Employees of saw mills.	For reduction in hours of labour from 11 to 10, and changes in conditions of contracts signed with company.	1	230	...	"	16	26 Changes in conditions in contract asked for, granted; but no reduction in hours of labour.
Ontario.....	Hamilton.....	Electrical workers	For increase in wages equal to about 40 p. c. and shorter hours.	2	50	200	"	17	23 Men returned to work pending settlement by arbitration.
Ontario.....	Toronto.....	Plumbers.....	Increase from 27½ cents per hour to 37½ cents.	.....	250	.....	"	17	No settlement reported at end of month.
Ontario.....	Toronto.....	Street railway employees.	For increase in wages, recognition of union and other minor demands.	1	1000	.....	"	21	24 Settlement arranged through efforts of committee of Toronto Board of Trade; increase in wages granted, and right of employees to appeal to manager with witnesses conceded; also other conditions.

## TRADE DISPUTES OF THE MONTH OF JUNE.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No. of Firms or Establishments affected.	Approximate No. of Employees affected.	Date of commencement.	Date of termination.	Result.
II.—DISPUTES WHICH COMMENCED DURING THE MONTH— <i>Concluded.</i>								
Ontario.....	Toronto...	Leather workers.	Sympathy with employee who objected to system of piece work and quit.	1	49	.....	June 23	June 25
Manitoba...	Winnipeg....	Freight handlers and other railway employees on Can. Northern.	Sympathy with strike of machinists...	1	220	.....	"	30
Manitoba...	Winnipeg....	Carpenters.....	Refusal of contractor to recognize 9 hour regulation of union.	1	16	....	"	24
B. Columbia	Fernie.....	Miners.....	Objection by men to addition of half an hour to shift.	1	200	.....	"	26
								No settlement reported at end of month.

Steamship Company, at Quebec. On May 1, there was held a meeting of the directors of the Great Northern Railway and representatives of the Leyland Line and the Ship Labourers' Society, called for the purpose of discussing rates, &c., in connection with the loading of Leyland boats. The steamship company was demanding that the Great Northern carry out its agreement to arrange for the loading of its ships at the same rates for labour as prevail in Montreal. The Leyland Company claimed that the rates at Quebec were largely in excess of those at other ports, being 37½ cents an hour for day work and a rate equal to 47 cents an hour for night work, whereas the rates in Halifax, St. John, Portland, and Boston were much lower, ranging from 22 and 25 cents per hour for day work and 30 cents an hour for night work. After several meetings of the parties concerned and considerable correspondence, it was agreed at a meeting held on May 6, at which the mayor and representatives of all parties concerned were present, that two ships should be loaded under the direction of an experienced stevedore as an experiment to ascertain the real cost of loading at Quebec, and in this way to see whether there was any ground for reducing the rates at present existing. The result of this experiment, as contained in a letter of the mayor addressed to the President of the Ship Labourers' Society, dated June 4, was found to be that the excess cost of loading the steamers at Quebec over the cost at Montreal was \$729.14, and in his letter the mayor stated that the Great Northern Company had asked that this sum be submitted to arbitration so as to fix the rates of wages for future Great Northern vessels. In reply to this letter the President of the Ship Labourers' Society still maintained that the rate paid to longshoremen in Quebec was less than that paid in Montreal, and cited various arguments in support of his contention. The letter of the mayor, together with the reply of the President of the Ship Labourers' Society, was then submitted to the

Great Northern Company, which, after arguing the case from its standpoint, requested that the mayor carry out his promise of arbitration given at the meeting held on May 6. At a meeting of the Quebec Board of Trade held on the 27th of the month, a resolution was adopted to the effect that the Harbour Commissioners and the city should protect the shipping interests in their employment of labour and pledging the support of the Board to the President in his efforts to carry out the views expressed. In the press of June 30, there appeared a letter from the President of the Ship Labourers' Society presenting his views in connection with this meeting of the Board of Trade, but at the end of the month no definite settlement of the difficulties had been arranged.

The table published herewith is a compilation of the trade disputes in the Dominion of Canada, which began or were in continuance during the month of June, and which have been reported to the department.

UNIONS FORMED DURING THE  
MONTH OF JUNE, 1902.

During the month of June organizations were formed in the following crafts :—

Quebec—

- Montreal—Union Federale des Acteurs.
- St. Jean—Carpenters and joiners.

Ontario—

- Pembroke—Journeyman tailors.
- Smith's Falls—Journeyman tailors.
- Cornwall—Journeyman tailors.
- Peterborough—Journeyman tailors ; musicians.
- Guelph—Piano and organ tuners.
- Galt—Retail clerks.
- St. Catharines—Brewery workers.
- Port Colborne—Carpenters.
- Simcoe—Federal Labour.

Manitoba—

- Winnipeg—Builders' labourers.

North-west Territories—

- Calgary—Leather workers, retail clerks, federal labour.

British Columbia—

- Grand Forks—Miners' union.
- Vancouver—Civic employees.

Yukon District—

- Dawson—Labour union ; tinsmiths ; Trades and Labour Council ; carpenters ; cooks ; waiters and bakers ; painters and decorators ; Federal Labour.

ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, JUNE, 1902.

During the month of June the following orders were given by the Post Office Department for the supplies below mentioned ; all of these orders were given subject to the regulations for the suppression of the sweating system, and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps ; also type and brass crown seals....	\$ 315 94
Making and repairing rubber dating and other hand stamps and type....	339 75
Supplying stamping material, inclusive of making and repairing pads, wooden boxes for the same, also stamping ink..	692 26
Supplying mail bags..	563 65
Repairing mail bags..	936 18
Repairing mail locks and keys, also other mail bag fittings and fastenings..	39 40
Supplying street letter-box....	32 63
Miscellaneous orders for making and repairing postal stores..	27 95
Making up and supplying articles of Official uniforms....	480 60

## REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during June, 1902 :—

### CANADIAN REPORTS.

#### Forestry.

Report of the Superintendent of Forestry for Canada, 1901 ; Government Printing Bureau, Ottawa ; 39 pages.

The reports of the Dominion Superintendent of Forestry constitute part 8 of the Annual Report of the Department of the Interior. Among the subjects to which more particular attention is paid may be mentioned : the work of forest tree planting in Manitoba and the North-west Territories ; the system of forest fire guarding now in operation, and the work of selecting and setting apart certain areas of the country for the production of timber ; together with brief descriptions of the reserves already set aside in Manitoba and the West.

### ONTARIO REPORTS.

#### Stock Breeders' Associations.

Reports of the Registrar of live stock of the province of Ontario, 1901 ; King's Printer, Toronto ; 72 pages.

This report, printed by order of the Provincial Legislature, includes the annual reports of the following societies : the Dominion Shorthorn Breeders' Association ; the Canadian Ayrshire Breeders' Association ; the Canadian Hereford Breeders' Association ; the Hackney Horse Society ; the Clydesdale Horse Breeders' Association ; the Shire Horse Breeders' Association ; the Harness, Hunter and Saddle Horse Society, and the Canadian Horse Breeders' Association.

#### Fruit Growers' Association.

Twenty-third Annual Report of the Fruit Growers' Association of Ontario, 1901 ; King's Printer, Toronto ; 167 pages.

Among the subjects of interest to fruit growers discussed in this report may be mentioned the following : new fruits ; San

José scale ; codling moth ; apple barrels ; grafting ; the British market ; fruit shipment ; fruit displays ; spraying ; pruning ; the Fruit Marks Act ; grape culture ; and cold storage.

#### Fisheries.

Third Annual Report of the Department of Fisheries of the province of Ontario, 1901 ; King's Printer, Toronto ; 114 pages.

Though the amount expended during 1901 in carrying on the operations of the Fisheries Department of the Ontario government is considerably larger than for the year previous, the revenue, nevertheless, exceeded the expenditure by over \$3,000. There has been a substantial increase as well, not only in the aggregate catch, but also in the catch in almost every separate division, in spite of the unusual frequency of storms during the fishing season, which retarded not a little the operations of the fishermen. Especially phenomenal was the run of herring in the west end of Lake Erie during November, and the catch of white fish in Georgian Bay was also better than for the last fifteen years. Licenses to fish with 2,410,627 fathoms of gill-net, 432 pound-nets, 484 hoop or fyke-nets, 102 seines, 33 dip-nets and three machines, besides thousands of hooks, were issued. An estimated capital of \$749,071 is invested in the industry and employment given to 2,802 men, 101 tugs and 1,299 boats. The aggregate catch amounted to 27,428,375 pounds, valued at \$1,428,078.58, as against a catch of 25,698,591 pounds in 1900.

#### Agricultural Experiments.

Twenty-third Annual Report of the Agricultural and Experimental Union, 1901 ; King's Printer, Toronto ; 64 pages.

The following is a partial list of the subjects referred to in this report : co-operative experiments in agriculture ; experiments in various grain crops ; experiments in forage, fodder, silage and hay crops ; experiments in culinary crops ; fertilizer experiments ; experiments with small fruits, experiments with preservatives ; the sugar

beet industry; soil cultivation; butter and cheese making; lucerne growing; fruit packing, &c.

### Forestry.

Annual Report of the Director of Forestry for the province of Ontario, 1900-1901; King's Printer, Toronto; 64 pages.

The condition and management of the forest reserves of the province is dealt with in the first portion of this report, while in the second, the subject of the over-clearance of the older portions of the province is investigated with the aid of the latest obtainable statistics. From the returns of township assessors for the year 1896, it was found that 30 of the counties of Ontario have less than 25 per cent of their total area under timber. In 16 of these counties it is less than 20 and over 10 per cent, while still more conspicuous examples of the extent to which over-clearance has been carried are afforded by particular counties. During the five years which has since elapsed, the process of deforestation has gone on with increased rapidity. The conclusion reached is that throughout the greater extent of the fertile agricultural region of Southern Ontario, the percentage of forests has been reduced far below that which should have been retained to insure the perpetuation of favourable conditions. The report contains an examination of the situation by counties in this respect, with a brief account of the legislation enacted in various states of the United States to prevent the undue destruction of forests. An interesting article on the 'Management of the Farmer's Wood Lot' is reprinted by permission of the United States Bureau of Forestry.

### Entomological Society.

Thirty-second Annual Report of the Entomological Society of Ontario, 1901; King's Printer, Toronto; 128 pages.

Among the subjects of primary interest to the agricultural and horticultural industries treated in this report, may be mentioned the San José scale, injurious insects, insects of the season of 1901, notes on the season of 1901, insect diffusion in

North America, the common cheese mite, and others.

### NORTH-WEST TERRITORIES REPORT.

#### Agriculture.

Annual Report of the Department of Agriculture for the North-west Territories, 1901; Government Printer, Regina; 186 pages.

For convenience of reference the contents of the Fourth Annual statement of the work done under the direction of the Commissioner of Agriculture for the North-west Territories during 1901, are presented under the following headings:—Agriculture, Live Stock, Agricultural Educational Work, Colonization, Miscellaneous Services, Public Health, Office Work and Organization, Appendices. The leading article, under the first of these headings, is devoted to an analysis of weather conditions and statistics throughout the territories, with special reports on the occurrence of hail storms; crop statistics; threshing outfits; the wheat blockade; agricultural experiments; weeds; birds; &c. In the appendices are given reports of the Territorial Horse Breeders and Pure Bred Cattle Breeders' Associations.

### NEW ZEALAND REPORTS.

#### Labour Laws.

The labour laws of New Zealand, compiled by direction of the Honourable the Minister of Labour; 3rd edition; Government Printer, Wellington; 428 pages.

A handy edition of the labour laws of New Zealand was issued in 1896, but as it soon went out of print and is not now procurable, the present volume has been published both to meet the demand for a collection of the legislation in question and to record the changes in the machinery and in the scope of certain of its provisions effected during the past six years. This consolidation is now presented in alphabetical order and includes not only the acts which are wholly concerned with the subject of labour, but extracts from the general body of the statutes of the colony wherever these apply more particularly to

the interests of the working classes. There are 56 chapters in all, the preface being devoted to a concise account of the general tendencies of labour legislation in New Zealand since the issue of the first publication of the volume in 1896.

### Arbitration Awards.

Awards, recommendations, agreements, &c., made under the Industrial Conciliation and Arbitration Act, New Zealand, from July 1, 1900 to June 30, 1901; volume II; Government Printer, Wellington; 305 pages.

The New Zealand Department of Labour has presented its second report of the de-

cisions arrived at by industrial agreements, by the Boards of Conciliation, and by the Courts of Arbitration, in the hope that the record may be of value and interest to students of social questions and political economy. The awards are presented according to industrial districts. Though the volume is primarily of local bearing, and reflects the conditions of a particular locality only, the interest that has been taken in the labour legislation of New Zealand the world over makes it very valuable as a work of reference and as an index to the present status of the movement there in progress.

## RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of cases affecting labour are taken from the latest law reports and other legal records of the different provinces of Canada:—

### QUEBEC CASES.

#### Culpable Negligence of Employer.

David Gauthier was employed by one Martineau for \$1.25 per day, to assist in working a derrick which was being used in connection with the erection of a church. In the course of this work, the cable of the derrick came in contact with an electric light wire, the consequence being that a shock was communicated to Gauthier which killed him instantly. Gauthier's widow brought an action against the employer, both upon her own behalf and as tutrix to a minor child, claiming \$4,320 damages. The employer claimed that the accident was caused, not by his negligence, but by Gauthier's own disobedience to orders.

In the opinion of the judge, the evidence proved the following facts: that the side of the church at which work was going on at the time, was upon a street and was distant some 15 inches to 20 inches from the outer edge of the sidewalk; that a line of electric light wire ran along on poles skirting the sidewalk; that the sidewalk

was about four feet wide, the derrick being planted just inside the sidewalk, there being a distance of perhaps 6 feet from the mast of the derrick to the electric wire; that the arm of the derrick was 40 feet long, and, as arranged, had a perpendicular height at its outer end greater than that of the electric wire; that said arm was arranged so as to swing around the mast at will; that from the outer end of the arm a steel cable descended, carrying a wooden tray for the reception of the building materials to be moved, which tray was attached to the cable by four short chains, one from each corner, meeting in a centre and connected to the cable by a ring; that the operation of the derrick necessitated the swinging of the boom or arm into the wall of the church when materials were being hoisted, and out again to the sidewalk to receive a new load, and that in this operation, the boom had several times swung too far, and the cable had come in contact with the electric wire; that no brace or other means of any description was used to prevent the boom from swinging too far, though such a contrivance could easily have been applied, with practically no expense or inconvenience; that no means were provided for the man who attended to moving the tray to grasp

it, except by taking hold of the chains at the four corners ; that on the two working days preceding the accident, Gauthier had been employed as assistant upon the derrick, his duty being to move the tray backwards and forwards from the wall to the sidewalk, and to load the tray at the sidewalk ; that the accident happened very shortly after 7 o'clock in the morning ; that Gauthier had arrived before 7, and had been told to help at mixing some mortar, but that just about 7, he had asked the foreman whether he was to go on with the mortar, and the foreman had told him to wait ; that just then, the man in charge of the derrick, one Latour, received orders to lower the tray which was upon the wall, which he proceeded to do, and, as it came down it was received by Gauthier, who was the only man there, and was drawn by him out to the sidewalk, but probably from imprudent haste, the boom swung out too far and came in contact with the electric wire, and Gauthier in an attempt to put it back, received a shock and was killed. That some days previously the foreman had received a shock and had then ordered a plank to be put on the sidewalk to indicate the point beyond which the tray should not be allowed to go, but that said plank was not so arranged as to prevent the tray from going beyond it ; that the weight of the boom and tray was so considerable, that when in motion, much force was required to bring them to rest ; that Gauthier was a man of low intelligence, and was earning \$1.25 per day.

Upon these facts, the judge came to the conclusion that the position of the derrick in relation to the electric wire and the uncontrolled swinging of the boom constituted a constant peril to the workmen. He also held that there had been no breach of orders ; that the foreman did not tell Gauthier not to help with the derrick, and that, just before the occurrence of the accident, the foreman had ordered the derrick to commence, and that his order had been duly carried out. The court, therefore, held that the employer was liable. In arriving at the amount of damages which

should be paid, the trial judge said that while Gauthier was not a model workman, yet he appeared to have been steady ; that he was only 33 years of age, and therefore, under ordinary circumstances, might have continued working for a considerable number of years. He, therefore, awarded \$2,500 damages—one-half payable to the widow personally and one-half to her as tutrix to her minor child.

In the course of his judgment, His Lordship made the following interesting remarks :—"It is improbable that the defendant knew the strength of the current in the electric wire, and the grave danger to life which the conditions under which he was conducting the work created. Otherwise he ought to think himself fortunate that he is not defending himself upon a charge of manslaughter. Seldom in my experience has a case been presented, which offered features of such gross negligence as characterized this case. Not only danger, but grave danger, probable, almost certain, and not only certain but obvious ; not only obvious but already observed and known ; and a sure and "simple" remedy alike obvious, and not applied.'

(Tourangeau vs. Martineau ; judgment delivered by Mr. Justice Archibald, in the Superior Court at Montreal, May 7, 1902.)

## ONTARIO CASES.

### Case under the Factories Act.

A. Moore, a boy of 14 years of age, was working in a factory, straightening some pieces of wood, as directed by the foreman. He was near a machine called a 'dove-tailer,' and putting his hand on it to brush off some dust, he became entangled in it, and lost one of his arms.

He sued his employers for damages, alleging that the accident was caused by their negligence. At the trial the jury found that the knives of the machine were not guarded as far as practicable, and that the employers had been negligent in this respect, and that their negligence had caused the accident. The jury also came to the conclusion that the boy had used reasonable

care, taking into consideration his age, and awarded him \$500 damages.

The judge who presided at the trial, however, dismissed the action, notwithstanding the findings of the jury, being of the opinion that the only question was, whether or not, the boy was capable of understanding the danger of interfering with such a machine.

From this judgment the employee appealed, and the higher court decided that since the object of the Factories Act in providing that all dangerous parts of machinery should, as far as practicable, be securely guarded, was for the protection not only of those operating such machinery, but also of those whose work brought them near it, and since the employers in this case had neglected to properly guard the machine, it was their act of deliberate neglect which had caused the accident.

The Court of Appeal also stated that there was no hard and fast rule as to the age at which an infant should be held to be capable of understanding danger, and that, as in this instance, the jury had found that the boy had used reasonable care considering his age, that finding negatived the suggestion of contributory negligence.

The Court of Appeal, therefore, reversed the decision of the trial judge, and ordered that judgment should be entered for the boy for \$500 and costs.

(Moore vs. The J. D. Moore Co. Judgment delivered at Toronto by the Court of Appeal for Ontario, April 11, 1902.)

### Case of Accident to Railway Employee.

Isaac Van Allen was engaged as a brakeman by the Canadian Pacific Railway Co. He was working as such as one of the crew in charge of a freight train running from Chalk River to Carleton Place, when the engine broke down and became unable to pull the train. It was, therefore, decided to leave the cars and proceed with a van to Carleton Place. Van Allen went in the cupola of the van. On the way, a freight train which had been in the rear

collided with the van, which was broken and set on fire, Van Allen being instantly killed.

Van Allen's parents sued the Canadian Pacific Railway Co. for \$3,000 damages.

The evidence given at the trial was somewhat contradictory, those in charge of the train which came behind saying that they saw no lights ahead, although it was stated by the crew of the first train that the same were displayed.

The jury finally brought in a verdict in favour of the plaintiffs, who were awarded \$1,500 damages.

(Van Allen vs. Canadian Pacific Railway Co. Judgment at the Perth Assizes, May 1, 1902.)

### BRITISH COLUMBIA CASES. (Accidents Caused by Employee's Negligence.)

F was employed as a conductor and brakeman by the Canadian Pacific Railway Company, it being part of his duties to examine the cars of the train of which he was in charge and see that they were in proper condition before leaving any station. While F was turning the brake wheel he fell from the train, and was run over and killed. It subsequently appeared that the nut which fastened the brake wheel to the brake mast was not on, and that this had caused the wheel to come off, thus occasioning the accident.

F's personal representatives sued the Canadian Pacific Railway Company for damages, alleging that it was responsible for the condition of the brake wheel. The trial judge, however, held that the accident was caused by F's own neglect in not examining the brake before leaving the station, as he should have done in the performance of his duties, and that, therefore, there was no case to submit to a jury. The action was, therefore, dismissed, and this decision was confirmed both by the Supreme Court of British Columbia and by the Supreme Court of Canada.

(Fawcette vs. Canadian Pacific Railway Company. Judgment given by the Supreme Court of British Columbia, July 8, 1901.)

DOMINION OF CANADA

# THE LABOUR GAZETTE

ISSUED BY

THE DEPARTMENT OF LABOUR

BY ORDER OF PARLIAMENT

AUGUST, 1902

*(PUBLISHED MONTHLY)*



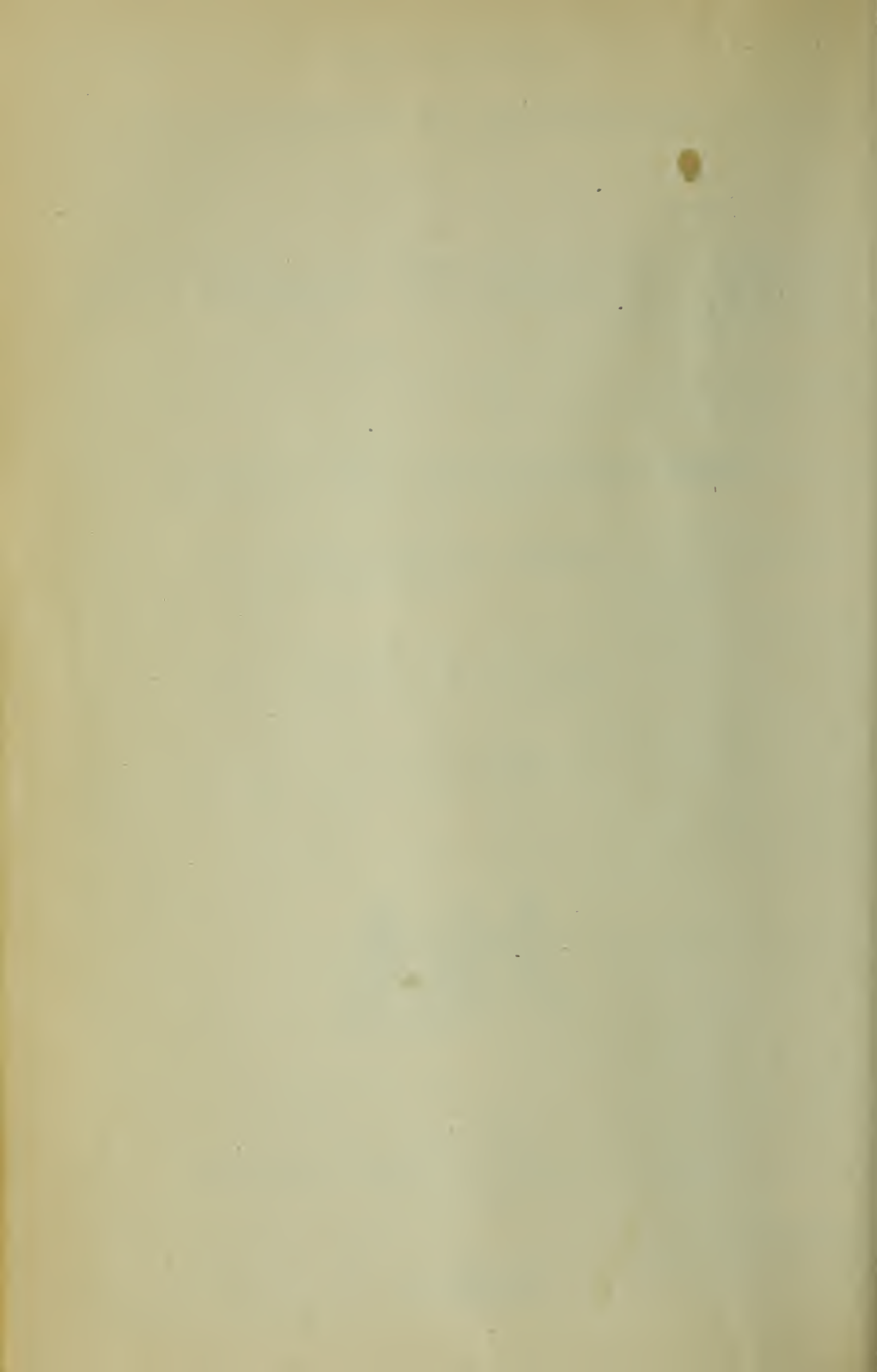
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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 2.

AUGUST, 1902

Price Three Cents

The LABOUR GAZETTE wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,

OTTAWA, AUGUST 15, 1902.

THE cost of living in Canada is the subject of an article containing the results of a special investigation made by the Department of Labour during the month of July into the prices of commodities of ordinary consumption, the cost of board and lodging, and the rent of workingmen's dwellings in all of the important industrial and commercial centres of the Dominion. The investigation was made by the Department through its special correspondents, and the information gathered has been classified and compiled in such a manner as to make it an easily available source of reference and of comparison, both as to variations of rates in different localities, and changes of rates over particular periods of time. In the latter connection, the results of previous investigations made by the Department along similar lines are of special significance. The most interesting result of the present investigation is the fact disclosed of a per-

ceptible increase in the cost of living in Canada during the past year. These tables are intended as supplementary to the several tables on rates of wages and hours of employment in different trades in other numbers of the *Gazette*.

A great deal of valuable information on industrial conditions in British Columbia was gathered by the special Commission on Chinese and Japanese Immigration, the report of which commission was presented to Parliament at its last session. Reviews of some important features of this report have already been given in the April and July issues of the *Gazette* for this year. In these reviews, however, it was not possible to make a special classification of much of the information having an immediate bearing on industrial conditions in British Columbia. A survey of some of the more important features of the industrial situation as disclosed in this report have accordingly been made the subject of a special article which is commenced in the present issue of the *Gazette*.

The Annual Convention of the Iron Moulder's Union of North America, held in Toronto during the month of July, attracted more interest in labour circles than any other happening of the month. The convention was instructive as showing the nature of subjects dealt with by labour organizations and their method of procedure in dealing with the same. A brief review of the proceedings of this convention are given in the present issue.

The July number of the *Gazette* contained a special article on the labour legislation passed at the recent session of the legislature of British Columbia. In this article attention was directed to that part of the legislation which had to do with the subject of trade unionism and the payment of wages and other conditions governing employment on government contract work.

The session was an important one from a labour standpoint, an exceptionally large number of labour measures having been passed. The balance of these including an Employers' Liability Act and Acts intended to restrict the employment of Oriental labour in the province are reviewed in the present issue.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JULY.

### I.—GENERAL SUMMARY.

AS will be seen from the special reports of correspondents to the *Gazette* for the month of July, the condition of the labour market throughout the Dominion has remained with few changes, other than those of a seasonal nature, from that reported in the June issue. On the whole the situation may be referred to as eminently satisfactory. The general prosperity in trade and industry continues, and there has been as compared with May and June a cessation of disturbing influences among the working classes. Whereas 27 new strikes were reported to the Department during May, and 16 during June, the past month has shown a decrease in the number of industrial disputes to 7, as compared, moreover, with 14 for the corresponding month of last year. Wages in the meantime have remained steady with, in some districts, a continuance of the upward tendency which was so marked a feature of the labour market of May and June. For example, in Toronto, sheet metal workers obtained a raise from a minimum scale of 22½c. to a minimum of 25c. per hour; in Kingston, bricklayers, masons and labourers have been increased; in Montreal, street railway employees have received a 10 per cent increase involving in the neighbourhood of \$50,000 annually in the way of additional outlay on wages account; and certain classes of employees in the M. C.R., shops at St. Thomas have been receiving 1½c. more per hour, iron workers' helpers in the same shop received an increase of 10 per cent; while at Winnipeg,

street railway employees and carpenters had additions made to their respective wage scale since the beginning of the month. A number of instances of increases in the rates of wages which went into effect on July 1, have been already referred to in the *Gazette*. In the city of Hull, Que., on the other hand a reduction of 10 per cent is reported in the wages of those engaged on civic work, in the same locality wages offered to men engaging for the coming season's lumbering operations were never more satisfactory. The tendency towards a higher scale of remuneration for labour, accordingly, may still be said to be one of the well-marked industrial features of the month throughout Canada, though it will be noted as absent, in a marked degree as compared with the last two months, from the causes of labour disturbances during the month. Prices meantime have shown very little if any variation, the high level of the earlier months being maintained in meats, and coal owing to the continuance of the Pennsylvania strike showing still further advances at several points.

### The Crop Outlook in the East.

As was the case in June, the agricultural industry by reason of the critical time of the year through which it is now passing, has received very widespread attention in all parts of Canada during the past month. The continuance of the rainy weather of the earlier months, which has been general for

many weeks, has done much to render the situation an anxious one for the farmers of the country. The damage, however, as estimated at the close of the month, had been much less than was anticipated at an earlier date. Difficulty was experienced in Ontario and Quebec in the curing of the hay crop, but on the whole an exceedingly heavy yield of hay has been the result of the season's operations. Information collected by the various provincial governments, by banks, and by mercantile agencies, all bears evidence to the fact that although crops on low-lying lands have suffered from the wet which followed the early opening of the spring season, on high lands the prospects for a bountiful yield are quite satisfactory. Corn is a comparative failure, and peas in all probability will be below the average. Wheat and oats are very fair, though below the average in Quebec, where, however, the relatively high importance of the green fodder and clover crops in the produce of the province, and the favourable conditions reported in this respect, are stated to more than compensate for the loss.

With the exception of some portions of the maritime provinces the fruit crop will be exceptionally heavy. Excepting cherries alone in Ontario, fruit will be above the average, the yield of small fruits in particular having been phenomenal, with prices remunerative and market conditions particularly favourable. Some injury was done by hail during the month, but this was generally local in its effect. In view of these facts careful and honest fruit packing for export is being urged upon the farmers by the Provincial and Dominion authorities.

Other features of favourable import in connection with the outlook in the agricultural industry in the eastern provinces have been the particularly favourable conditions prevailing in the cattle, hog and poultry raising branches, while the fruit canning industry is also benefiting by the abundance of the supply of product.

### The Outlook in the West.

In Manitoba and the North-west Territories the prospects for an exceptionally

heavy yield of grain are reported very promising. Coarse grains in particular are in exceedingly good condition and in spite of damage by rain and locusts in isolated localities during June and the past month will probably exceed the yield of last year, the transportation rather than the agricultural industry apparently suffering from these causes. The heavy rains of the early part of the season have been followed by warm weather, and although in Assiniboia wheat was at the end of the month already headed out, the harvest will probably be later than last year. With the increased acreage as well as the assurance of a heavy crop prosperity is apparently promised for the west by present conditions for some time to come, from 25 to 35 bushels per average acre of wheat and as high as 60 bushels per acre of barley being expected with confidence in many localities.

Toward the end of the month the annual ingress of labourers from Eastern Canada to assist in harvesting operations began. Arrangements have been made by which it is hoped that the distribution of this labour will be effected on a more satisfactory basis than last year. About 19,000 men were thus sent into the west in 1901, and the demand of the present season, not only on account of the exceptional harvest that is promised, but also owing to the fact that the general prosperity has diminished the supply of labour already available in the west, will in all probability be for a still larger contingent. By this season's arrangement the city of Winnipeg will be made the distributing point for the labourers from the east, and orders for hands will be sent to that point by letter, telegram or personal agent. With the beginning of the season proper harvesters' excursions at the rate of one train a day will be run into the country and it is hoped that the congestion of farm hands at certain centres, which was the subject of such widespread complaint last year, will be effectually prevented.

As an index of the prevailing expectation as to the future development of the Canadian west it may be stated that the Ogilvie

Flour Milling Company has constructed seven new elevators throughout the Territories since the opening of the season, with an average capacity of 32,000 bushels each, and has projected fourteen more.

There has been much discussion during the month of the problem of moving the large crop that is expected, with a general belief that the worst features of last year's experience will not be repeated.

Binder twine advanced in price during the month, both in Ontario and in the North-west, and a scarcity of supply, evidenced by the reluctance of dealers to take large orders, is feared.

### Conditions in other Trades and Industries.

Conditions in the various other trades and industries of the Dominion have not varied materially during July from those reported in the *Gazette* a month ago. *Manufacturing* has been exceptionally active and reports from the larger centres tell almost uniformly of full time being worked in factories, with orders for some time to come in a very satisfactory condition. At Sault Ste. Marie 500 tons of steel rails are being turned out daily and are finding a market in Canada.

In the *lumbering industry*, the high water in the rivers has prevented the beaching of logs and made the problem of supplying the mills a simple one. The organization of the gangs for the getting out of next year's timber supply has been begun and in some localities completed. An important incident in this connection was the agreement reached at a conference held in the city of Ottawa during the month between the health authorities of the provinces of Ontario and Quebec, and representatives of the leading Canadian lumbering firms, whereby measures were taken for more strict enforcement of the provincial by-laws concerning contagious diseases in shanties. In British Columbia, the favourable conditions of May and June continue and still further additions to the number of saw-mills in the province are in contemplation. Some discussion has

been held during the month in that province as to the refusal on the part of the provincial government to allow the export of cedar timber to the United States. At Liverpool, 14,877 tons register of lumber were received in June from Canada as against 29,812 a year ago.

### The Fishing Industry.

In the *fishing industry* the event of chief importance in Canada during July was the appearance of the sock-eye in the Skeena river early in the month and fair catches were reported in the Fraser river towards the end. The question of the granting of trap nets for salmon fishing on the shores of Vancouver island, now that the reservation upon the foreshores has expired, notice having been given by the government some time ago of the cancellation of this reserve, has been much discussed. The chief feature of the opening of the fishing season in British Columbia, however, has been the dispute between the fishermen and the canners as to the price to be paid for fish on the Fraser river. A sliding scale was offered by the canners by which 20 cents was to be paid if the catch was less than 200,000 cases. The men, however, expressed a preference for a flat rate. A compromise was effected by which a graduated scale was arranged, 20 cents a fish being paid up to a catch of 200,000 cases, and a minimum price of 11 cents for a catch of 500,000 cases and over. An additional complexity was added by the attitude of the Japanese fishermen who were violently opposed to the proposal of the canners. It is estimated that the number of Japanese available for fishing operations this year will be very much less than that of last year owing to the fact that numbers of them have obtained employment in the shingle bolt mills which have been opened all along the British Columbia coasts as a consequence of the recent prosperous conditions of the saw-milling industry.

On July 24, the following arrangement was agreed to for the year by the canners and fishermen:

1. That the minimum price of fish be fixed at 11 cents.
2. That the cannerys restrict the number of boats to be employed and shall give preference to union men and Indians.
3. That the cannerys give assistance in collecting the union fees and dues by permitting their book-keepers to deduct the same from the pay of the union fishermen.
4. That the cannerys will permit a representative of the fishermen to check the records of the catch and pack for the season at the close of the same.
5. That August 25 shall be considered the last day of the sock-eye fishing, and that the count of the pack shall be made within a week after that date.
6. That the last four clauses will be taken into careful consideration by the cannerys in any subsequent negotiations with the fishermen who desire the same to become permanent regulations in connection with the fishing.

On the Atlantic coast fishing operations have been on the whole less satisfactory during the past month than in June.

### Commercial Expansion.

The end of the fiscal year on June 30 has drawn attention with renewed emphasis to the increasing volume of the foreign trade of the Dominion. The total value of the import and export trade of the country for the year ended June 30 amounted to the unprecedented sum of \$414,517,358, exceeding the previous year, when the amount was \$377,689,705 by \$36,827,673. Special circumstances have undoubtedly contributed towards this expansion, the excellent wheat crop of last year and the large quantities of forage and canned goods exported to South Africa for the use of the British army having been leading features of the years business. The closer trade relations, however, which it is expected, will before long be established between South Africa and Canada will tend to make the latter of these considerations permanent, and as already pointed out the crops for the present season promise if anything a yield in excess of 1901. The fiscal year of 1902-03, accordingly, has opened with foreign trade prospects exceptionally bright. Turning again, however, to the figures for last year as based upon estimates of the Customs Department of the Dominion at the end of the month, a number of interesting comparisons may be provi-

sionally stated. During June the total value of imports entered for consumption in the Dominion amounted to \$22,027,763 as against \$19,022,855 last year, while for the fiscal year the figures were \$202,791,595 as compared with \$181,225,389 last year. The duty collected was over \$3,000,000 in excess of last year and about \$500,000 in excess for the month of June alone. With regard to the table of exports the grand total shows the following result:—

#### FOR THE MONTH OF JUNE.

	1901.
Domestic .. . . .	\$22,175,763
Foreign .. . . .	3,018,175
	1902.
Domestic .. . . .	\$23,098,818
Foreign .. . . .	2,367,705

#### FOR THE YEAR ENDING JUNE 30.

	1901.
Domestic .. . . .	\$177,639,192
Foreign .. . . .	18,825,124
	1902.
Domestic.. . . .	\$196,018,763
Foreign .. . . .	15,620,523

As a sample of the statistics of the growth of Canadian manufactures during the past six years, the following figures may be recorded :

	1896.	1902.
Bricks, tiles, &c... .. \$	261,028	\$ 565,580
Carpets .. . . .	160,346	289,619
Cement.... ..	252,882	784,747
Clocks and watches... ..	121,643	910,804
Cottons.. . . .	4,651,912	6,748,755
Cordage and twine. . . .	261,032	1,495,623
Drugs and chemicals.. . .	3,006,392	4,935,308
Earthenware and china..	568,393	1,136,062
Iron and steel.. . . .	10,203,042	28,771,260
Woolens.. . . .	8,723,561	9,233,525

Much more information of a similar character might be collected from reports of the month, showing the increasing extent of the trade of the Dominion with Great Britain, the United States and the other colonies of the empire.

### Canadian Revenue and Expenditure.

Up to June 30 last the revenue of the Dominion on consolidated fund account was \$56,303,694, and the expenditure under the same heading \$42,225,316. The capital expenditure up to the same date was \$11,122,155. The increase in the ordinary revenue for the financial year 1901-02 over the previous year is thus in the neighbourhood of

\$5,500,000, viz., an increase under ordinary expenditure of \$3,600,000, and under capital expenditure of a little under \$2,000,000. The buoyant character of the revenue is illustrated by the following table, the figures in each class being for the 12 months and the month of June respectively :—

	Total to June 30, 1902.	Total in June, 1902.
Exports . . . . .	\$3,807,652	\$619,926
Excise . . . . .	822,145	88,627
Post Office . . . . .	379,229	16,478
Public Works and Railways . . . . .	678,274	69,515

The chief features of the capital expenditure are an increase of \$2,169,000 on public works, railways and canals, an increase of \$42,238 on Militia, a decrease of \$392,419 for railway subsidies, a decrease of \$615,794 upon the South Africa contingents, and an expenditure of \$600,180 for iron and steel bounties.

A partially complete comparative statement of expenditures for the past two years is as follows :—

	1901.	1902.
Public Works, Railways and Canals . . . . .	\$5,917,635	\$8,084,739
Dominion lands . . . . .	237,871	312,508
Militia (capital) . . . . .	41,186	183,414
Railway subsidies . . . . .	2,486,358	2,093,939
Bounty on iron and steel . . . . .	.....	600,180
South African contingent . . . . .	\$74,571	278,777
N. W. T. Rebellion account . . . . .	1,453	1,214
	\$9,556,169	\$11,532,155

### Domestic Trade Conditions.

Turning to the domestic trade of the country, the experience of the past month has been, on the whole, very similar to that of June. The belated summer season has to a greater or less degree affected business in the larger wholesale centres, and the holiday trade has suffered from the same circumstance. Added to this may be mentioned as an unfavourable factor the recurrence of the annual midsummer lull in trade circles. Better weather during the last half of the month, however, improved conditions considerably in Ontario and the West. Prices, moreover, have been exceptionally strong, and payments as a general rule well met. The outlook for fall and winter goods is already very promising. In the West, the

number of failures has diminished during the month, and total amount of liabilities also shows a reduction. Despite a few exceptionally heavy failures in British Columbia which have been referred to previously in the *Gazette*, the total liabilities reported for the whole Dominion of Canada in business failures during the first half of 1902 amounted to only \$5,739,451, as against \$5,530,926 last year. An essentially sound condition accordingly may be said to be indicated in the various lines of retail business. Quotations on the different stock exchanges have continued firm during July, with no stringency as yet apparent in the money market, in spite of the fact that the demand for money consequent upon the approach of the season for the movement of the western crops became considerably more pronounced toward the close of the month. The wool clip has been delayed.

### Banking Statistics.

A return which was presented during the month, in accordance with the statute of the Department of Finance, shows a development in the business done by the Canadian chartered banks that is highly significant and important, though the phenomenon belongs rather to the past few years than to the month just ended. At no former time in the history of the country have the banks held so much money on deposit, representing the savings of the people, or been able to report the same thoroughly satisfactory condition of affairs. A comparison of the corresponding return made in 1896 shows most clearly the progress and prosperity of the banking institutions of the Dominion during the past six years. Note circulation within that period has expanded more than 72 per cent; deposits on demand more than 64 per cent; call loans in Canada more than 200 per cent, current loans in Canada nearly 47 per cent; paid-up capital about 11½ per cent, reserve fund nearly 53 per cent, total liabilities about 100 per cent and total assets about 80 per cent. The exact figures are as follows :

	1896.	1902.
Total deposits.. . . .	\$133,816,061	\$341,863,961
Loans and discounts ...	206,970,096	303,738,698
Liabilities.. . . .	227,295,944	450,089,961
Assets.....	315,212,349	566,361,673
Capital paid-up... ..	62,198,415	69,358,448
Note circulation .. . .	29,359,444	50,754,716

This extraordinary expansion has taken place without increase in the number of banks doing business. In 1896, there were 38 chartered banks in Canada; at present there are 35.

With regard to the percentage of the cash reserve to liabilities, it may be said that at a recent date out of the 35 institutions 8 held a cash reserve of 9 per cent, 14 a reserve of from 5 to 9 per cent, and the balance less than 5 per cent.

### The Colonization Movement.

Immigration into the Canadian Northwest has been, on the whole, less active during the past month than in June. The movement of settlers from the North-western States of the American Union has considerably abated pending harvesting operations, though indications point to its renewal as soon as the more active season of the agricultural industry is past. In the meantime the Dominion Department of Immigration has arranged for an exhibit of Canadian farm products at fall fairs throughout the Western States with the object of still further stimulating the ingress of this class of settlers by acquainting them at first hand with the possibilities of the country.

During the month complete returns for the fiscal year terminating on June 30, 1902, were received by the Department of the Interior. They show an increase of 15,490 arrivals of settlers in Canada over 1900-01. The table is as follows:—

	1901.	1902.
British .. . . .	11,810	17,000
European Continent .. . . .	19,552	23,535
United States... ..	17,987	24,099
Totals .. . . .	49,149	64,634

As the returns from the United States indicated in the above table are as yet incomplete, the total number of immigrants arriving in Canada during the year will reach, as previously estimated, fully 65,000.

In drawing attention to this unprecedentedly large showing it should also be pointed out that the quality of the classes received for settlement during the present year's operations is correspondingly satisfactory.

In connection with the above table of returns a remark of the *Labour Gazette* of the Board of Trade, London, England, is of interest. In noting the increase in the figures showing the immigration from the United Kingdom to Canada it points out that while the table places the British immigration into Canada for the five months ending May 31, 1902, at 10,447 as compared with 4,346 for same period last year, the immigration from the United Kingdom to the United States during the same period shows a falling-off of 1,371, while emigration to Australasia shows a falling-off of 571, the Canadian increase shown at the figures stated being 6,131.

About 300 Welsh from Patagonia were located at Saltecoats, N.W.T., during the month. In the neighbourhood of 2,200 still remain in Patagonia.

The revenue from Chinese immigration for the year ending June 30 was \$364,972, as compared with \$178,704 for the previous year. The number who paid tax was 3,525, as compared with 2,518 in 1900-01.

Reports from the Temiscamingue district in Ontario are to the effect that the country is being opened up as expeditiously as possible, large gangs of men being employed by the government in the construction of roads which are at present the most urgent necessity of the settlement. Ten new townships are being opened up within the year and will speedily be provided with sufficient roadway to give them access to the older portions of the province. The rush into the district has ceased until the season's crops are harvested.

The first meeting of the commission which has charge of the construction of the Ontario government railway to Lake Temiscamingue was held on July 29.

### Land Sales in the West.

The Canadian Pacific Railway Land Department reports 257,644.58 acres sold

during June at a price per acre of \$3.67. In June 1901, the sales were only 50,168.03 acres at the price of \$3.21 per acre. This shows an increase in lands sold of 207,476.55 acres during the month, or over 400 per cent, and in the price received an increase of \$784,484.11 though the average price per acre has increased only 46 cents. Sales for the period by the Canadian North-west Land Company were also reported satisfactory.

Reports of homesteads entries in Manitoba and the North-west Territories show an increase of 6,665 for last year, the total entries for the year ending June 30, being 14,832 as against 8,167 in 1901, 7,426 in 1900, 6,689 in 1899, 4,848 in 1898, 2,384 in 1897, and 1,857 in 1896. The entries for 1902 represent a total acreage of free land amounting to 2,373,120 acres as compared with 297,180 in 1896. Of these Regina received the largest number of entries, viz: 2,438; Edmonton received 2,245; Alameda 1979; Calgary 1494; Red River 1150; and Prince Albert 1010.

### Conditions in British Columbia.

In British Columbia, the opening of the salmon fishing season was, as already stated, the industrial feature of the month. There has been, however, a distinctly buoyant tone observable in the general trade and labour situation throughout the province during July. The agricultural industry, though conducted on a comparatively unimportant scale, has been the subject of special attention. The mining output is still reduced at Rossland, and the strike of the Fernie coal mines by causing a shortage of coke in some places, has been an influence tending to industrial depression. In the boundary country especially has this influence been felt, and several smelters have temporarily shut down until the difficulty is tided over. The success of the experiment of treating silver lead ore by a new electric process at Trail has, however, been an encouraging incident of the month. The ending of the traffic rate war between the companies which control transportation into the Yukon has had a

steadying effect on trade between the two districts.

The contract for the driving of over 13,000 feet, or about 2½ miles, of tunnel through the mountains separating Lakes Beautiful and Coquitlam was awarded during the month by the Vancouver Power Company, and is one of the largest undertakings of the kind ever promoted in Canada.

In the Yukon Territory, the labour market, according to the reports of local labour associations, is in a congested condition.

### Notes of the Month.

During the month the establishment of a Canadian mint was approved by the Imperial government.

The Dominion Customs Department has prohibited the landing of excursion parties from Buffalo at Canadian points on Sundays.

Anxiety as to the winter's coal supply, owing to the continuance of the strike of coal miners in Pennsylvania, is being generally felt in Canada, and more particularly in Manitoba and the North-west.

Five firemen were killed while on duty in Toronto on July 10 under circumstances which affected to an unusual degree the public sympathy of the locality. A public funeral was held, and a fund of upwards of \$51,000 raised for the benefit of their families.

A bulletin issued by the Census Department, dated July 16, gives returns for three classes of infirm in Canada, namely, the blind, the deaf and dumb, and the insane or unsound of mind. The records are grouped to show for the provinces and Dominion the several classes of infirmities according to sex, conjugal condition, age, racial origin, place of birth and occupation. There are tables showing the rate per thousand of the number of infirm persons and the number of persons subject to the several infirmities in 1891 and 1901. In all, there are 3,279 blind persons, 6,974 deaf and dumb persons

and 16,495 persons of unsound mind in Canada, or a proportion per thousand of 0·6165, 1·1608 and 3·1014 respectively.

According to a report of the Dominion Commissioner of Agriculture and Dairying, the government coal storage service for the carriage of butter is being utilized to its full capacity this season. Refrigerator cars are being run from about 40 starting points to Montreal, picking up butter at stations on the way. The Department of Agriculture is paying the ice charges in order to allow a careful test to be made in the matter, shippers being charged only the usual car-load rates. A circular has been issued to railway agents, containing suggestions as to the proper management of refrigerator cars and their contents. It is recommended that cheese is not to be loaded into refrigerator cars subsidized by the government for the carriage of butter, owing to the heating effect of the former cargo.

The annual union meeting of the Brotherhood of Locomotive Engineers and of the Grand International Auxiliary of the Brotherhood was held in Toronto beginning on July 22. Over 300 delegates from all parts of the United States and Canada were present, and were entertained by the local union. The meetings were largely for the purpose of dealing with matters of a legislative character. The membership of the union is over 30,000, composed of engineers throughout the United States, Mexico and Canada, and the average monthly payment for the adjustment of claims for the past year was about \$75,000. The Brotherhood dates back to the year 1863. It has now 531 sub-divisions and holds contracts with over 90 per cent of the railway companies of America. Over \$10,000,000 has been paid in insurance by the order since its foundation. The next annual union meeting will be held at Winnipeg.

## II.—REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

Mr. F. W. Smith, *Correspondent*, reports as follows:

The present month has been one of continued and exceptional activity. The building trades are very busy, while in the painting trade, the demand for workmen has been in excess of the supply. In commercial circles business has been very much increased, both on the railways and in ocean traffic. The return of the ss. 'Winifredian,' from South Africa with troops, and arrivals of tourists have added much to the general activity and created an increased demand for skilled and unskilled labour. Wholesale and retail merchants report brisk business. The general tranquillity of the month has been disturbed by a lock-out on the *Chronicle-Echo* newspapers, in which some fifteen men and four boys are involved. An effort to adjust the matter, made by the men, has failed, and the trouble is still unsettled. The difficulty began on Wednesday, July 16.

The season has been very disappointing in some branches of *agriculture*. The strawberry crop has been somewhat of a failure while the apple product will, it is expected, be inferior in quantity and quality. There has been, however, an abundant crop of hay.

The *fishing industry* is about normal, with mackerel practically a failure.

While there is nothing important promised for the immediate future in railroad construction, an early start will be made on the South Shore railway, from Halifax to Yarmouth, and on the laying of new steel rails on the I. C. R. from Halifax to Windsor.

In the *building trades* general activity prevails.

*Bricklayers and masons* are very busy.

*Carpenters and joiners* report work plentiful.

*Lathers and plasterers* are not all employed, but among *painters* the demand for labour exceeds the supply, while *stonecut-*

*ters and builder's labourers* report plenty of work.

*Iron moulders, machinists, electrical workers, and linemen* report work fairly good; while *boilermakers* are busy.

*Woodworkers and upholsterers* continue to be actively employed.

*Printers* are fairly well employed.

*Pressmen* are busy.

*Delivery employees* report work very brisk.

*Railroad and steamboat employees* are exceptionally busy.

*Unskilled labour* has been busy during the month.

### District Notes.

*North Sydney.*—The tramway from Sydney to Sydney Mines is being rushed to completion, some 800 men being employed.

*Pictou.*—A big meeting of farmers on July 1st, was held in this district, and a useful discussion on agriculture and kindred pursuits held.

### CHARLOTTETOWN, P.E.I., AND DISTRICT.

*M. F. J. Nash, Correspondent*, reports as follows:—

The labour market during July was practically in the same condition as in June, the demand for men remaining slightly in excess of the supply, although no new lines of employment were opened up. The exceptional activity noted in the *building trades* last month continued with a trifling diminution. *Commercial houses* report a larger volume of business in June than in July. Shipments of lobsters have also fallen off this month, but the export of cheese has increased. The volume of *export trade* has been swelled by the shipment on the first direct steamer between Charlottetown and Manchester this season with a cargo of cattle, sheep, butter and cheese. *Wholesale and retail trade* has been a little quieter in July than in June. *Tourist traffic*, un-

favourably influenced by the cold weather early in the season, has improved with the rise of temperature in the latter part of July. There have been no changes in the *rates of wages or hours of labour*, and the harmonious relations, prevailing last month between employer and employees, have continued undisturbed.

*Hay cutting* was general throughout the province in the latter part of the month, and the demand for *farm labourers* exceeded the supply. Hay is a poor crop, but the grain and root crops give promise of a good yield. The output from the cheese factories will show a falling off, owing to cold weather earlier in the season and the dry pastures in July, both conditions lessening the supply of milk. There will be a good yield of fruit this year. The orchards have been well looked after, and the good results of pruning and spraying conducted under supervision of travelling instructors appointed by the government are quite manifest. The *poultry industry*, which is yet in its infancy, has shown an advance during this month.

The *lobster catch* was much smaller in July than in June, and the fishing is practically over this season, although extensions have been granted.

*Manufacturing conditions* remain about the same as last month. Work on the new *Southern Branch Railway* and the *Hillsborough Bridge* is being energetically carried on, and over six hundred men are employed, an increase from last month. Good labourers can still find employment on these works.

*Bricklayers and masons* have been fairly busy, and the construction of a new reservoir for the water works has added to the number of men employed.

*Carpenters and joiners* have all found steady employment, and building operations continue brisk, especially in the country.

*Lathers and plasterers* have been busier than last month, while *painters, decorators and paperhangers* report but a very slight decrease in business from last month.

*Plumbers* found June a better month than July.

*Gas and steamfitters* have been fairly busy.

*Builders' labourers* have had a fair amount of work.

*Iron moulders, iron workers, machinists and engineers* have had steady employment.

*Linemen* have been busy.

*Blacksmiths* have been steadily employed.

*Bicycle workers* have been doing fairly well.

*Wood workers* have found July quieter than June.

*Carriage makers and car builders* have been fairly busy.

*Printers and bookbinders* have been steadily employed.

*Journeymen tailors* report trade quieter than last month.

*Boot and shoe workers* have been busy.

*Bakers and butchers* report business about the same as last month.

*Tanners and curriers* have had a good month.

*Barbers* have done more work in July than in June.

*Railroad men, steam boatmen, longshoremen,* have had a good month.

*Teamsters and expressmen* have been busy.

The demand for *unskilled labour* has not been quite so good as last month, especially in the city, as the greater part of the street work is over for the season.

#### ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent,* reports as follows :—

Labour conditions during the past month have been equally as good as in June, and the prospects are bright for the autumn months. Several contracts for new bridges have been awarded by the provincial government to replace those carried away and

damaged by spring freshets. Tenders for a new round-house for the I.C.R. have been called for, and the building is expected to be in readiness by the end of the year. Excavations are being made for the erection of a new brick school house. Among the factories the Cornwall and York cotton mills have been improved by the putting in of new machinery and by repairing the old. When all is completed 60,000 spindles will be in operation. The manager complained that there was a dearth of skilled and unskilled help during the warm weather. Wholesale and retail merchants report that business was good during the month.

*Agriculturists* say that the country is looking better than for a number of years, the plenteous rain, followed by warm weather, proving a great benefit.

*Fishing* in the harbour is almost at an end. Most of the fish are now caught down the bay.

Work on the *I.C.R. improvements* was resumed, and a large number of men are employed at wages of \$1.19 per day of ten hours.

*Bricklayers and masons* are fairly well employed.

*Carpenters and joiners* continue busy.

*Painters and decorators* are all steadily employed.

*Stonecutters* are busy.

*Builders' labourers* are all employed.

*Iron moulders* are busy. The strike is still unsettled.

*Electrical workers and linemen* report work brisk.

*Bicycle workers* continue busy on repairs.

*Horseshoers* report conditions favourable.

*Wood workers* are busily employed.

*Carriage and wagon makers* report business very brisk.

*Shingle sawyers and bunchers* say that work continues very brisk.

*Steamboatmen, steamboat firemen and ship labourers* are steadily employed.

*Street railway employees* have been making extra trips since the opening of the Douglas Avenue branch.

*Cab drivers, carters, teamsters and expressmen* report business good.

*Unskilled labourers* are very busy, some forty men being at work raising and repairing the dam at Little River reservoir, also repairing and improving the city streets.

*Printers* report business only fair, although in some offices it is considered very good.

*Pressmen* continue busy.

*Bookbinders* are all steadily employed.

*Journeymen tailors* report business slack.

*Bakers and confectioners* are all busy.

*Butchers and meat cutters* report business only fair, on account of a great many citizens residing in the country during the summer.

*Ice drivers* are very busy.

*Cigarmakers* report work only fair.

*Barbers, broommakers, clerks, stenographers and delivery employees* are all well employed.

*Hotel and restaurant employees* are very busy just now, on account of the tourist trade.

*Laundry workers* are exceptionally busy.

*Railroad conductors, engineers, firemen, telegraphists, trainmen, switchmen, trackmen, freight handlers, &c.,* are very busy, the traffic on both the I.C.R. and C.P.R. being very heavy.

### District Notes.

*Moncton.*—The moulders' strike is not yet settled.

*Sackville.*—The moulders' strike was settled on July 3. The Messrs. Fawcett agreed to the wage scale, but declined to discharge boys and make his shop a union establishment. This was accepted by the men.

The Intercolonial copper mine, between Sackville and Dorchester, is employing

twenty-five miners getting out ore. This ore contains from 3 to 3½ per cent copper, averaging about 80 pounds to the ton.

### QUEBEC, QUE., AND DISTRICT.

*Messrs. P. J. Jobin and Edward Little, Correspondents,* report as follows:—

Labour conditions during July showed a marked improvement over May and June, favourable weather causing the demand for labour to be well maintained throughout the month. Painters have been particularly busy, and the iron shipbuilding trades have also been employed to their full capacity, the graving dock at St. Joseph de Lévis being occupied continuously. No new labour disturbance of a serious nature was reported during the month.

The dispute between the Ship Labourers Society and the Leyland SS. Co., reached its climax on the 4th of the month when the ss. "Iberian" utilized the services of its crew discharging its cargo. The matter, however, was amicably adjusted on the 18th, the men receiving the same rate of wages as previously. A difficulty of minor importance was also reported in one of the shoe factories of the city involving five men and three boys and lasting for 10 days.

*Farmers* report a satisfactory crop of hay, but potatoes will be a failure.

*Employees of saw-mills and shingle mills* are busy, the larger mills working night and day.

Work has commenced upon the construction of the *new electric street railway* in Lévis.

The *building trades* are very active, the demand for labour exceeding the supply.

*Plumbers, gas and steam fitters* report a fairly good month.

The *metal trades* are active.

*Boot and shoe manufacturing and the allied trades* show improved conditions over those of June though conditions are still unfavourable.

*Cigarmakers* are well employed.

The opening of the *tourist* season has given employment to *hotel employees, laundry workers, &c., and railway conductors, engineers, trainmen, &c.,* have been busy for the same reason.

*Longshoremen and ship labourers* have had on the whole the best month of the present season. A new labour union known as the Quebec Longshoremen's Society was organized on the 9th of the month. It is composed of freight handlers employed at the docks and warehouses, who number in all about 300. Alfred Beauchamp is President and William Murphy, Secretary. The new organization has adopted a scale of wages of 25 cents per hour, 31½ cents for overtime, and 40 cents for Sunday work. Over ten hours per day constitutes overtime. The formation of this union is due to the recent difficulties between the Leland Line and the Quebec Ship Labourers. The men were employed in the freight sheds and refused to handle goods when the company undertook to load their vessels with non-union labour, although at that time they were not organized as a labour society.

The religious community known as the 'Œuvre Patronage,' has decided to enlarge its present school accommodation by the construction of an additional building to cost \$24,000. Contracts have also been signed for the laying of stone pavement and wall, and asphaltting in front of St. Jean Baptiste Church, involving an expenditure of \$4,650, and for the repairing of St. Peter, St. Paul and St. Joseph Streets.

#### SHERBROOKE, QUE., AND DISTRICT.

Mr. Harry Logie, Correspondent, reports as follows :—

The continuance of wet weather during July has had the effect of causing a good deal of broken time among workmen who are engaged in building and other outside operations. *Machine, wood-working and other shops* report trade good. The *retail dry goods and merchant tailors* report a falling off in purchases owing to the cold, unseasonable weather. There have been

no changes in wages and no unrest in the local labour market.

The agricultural outlook at the end of the month is by no means promising, and the farmers in this district will suffer serious losses if warm dry weather does not soon set in. In very few instances has any hay been housed. Other crops are looking remarkably well, especially on high lands. *Farm labourers* are scarce.

The high water in the rivers is of great assistance to the *lumber mills*, as the logs have been carried down to their destination without being 'beached.'

The various *manufacturing industries* are kept very busy.

The *mining industries* in this section of the township report a busy season. The asbestos mines at Black Lake and Thetford are running to their full capacity, with the demand for the product very good.

In all branches of the *building trades* there is activity. In the city there is a great deal of jobbing work and several large contracts throughout the district keep the demand for men good.

*Plumbers* report trade very active.

The *machine shops* report business very good. The Jenckes' Machine Company has just completed the erection of a refuse burner for J. R. Booth, at Ottawa, measuring 35 feet in diameter and 175 feet high. This is one of the largest in Canada. Orders for mining machinery continue active, and in the smaller shops job work is plentiful.

Conditions in the *printing trade* are very good, exhibition and railway work keeping the offices well employed.

The *merchant tailors* are suffering in business from the inclement weather, and work is not as plentiful as is generally the case at this season of the year.

*Bakers and confectioners* report business good, many of them shipping their products to the large summer resort at North Hatley.

The *cigar trade* is active.

*Cab drivers and hackmen* report business somewhat dull. The carters presented a strong petition against the tariff framed by the city council. The matter is now under consideration.

There is still a good demand for *unskilled labour*. Many farmers have been in the city engaging help for haying and harvesting.

### District Notes.

The shops of the Gale & Sons' iron bedstead manufacturers at Waterville, which were burned down last spring, have been rebuilt and are again in full running order. About 150 men and boys are employed.

The new paper mills at Windsor Mills being erected by the Canada Paper Company, at a cost of \$250,000, are being rapidly brought to completion, and a large number of skilled and unskilled hands are employed.

### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent*, reports as follows:—

The condition of the labour market in the city and district is very satisfactory. The different classes of workmen have had plenty of work and are all well satisfied with wages. The new elevator is nearly completed. There is a great deal of activity on the wharfs. Several steamers have taken on loads of wood and some have discharged coal for the Grande Mere Pulp Company. Banks and stores have been very busy during the past month. Labourers have increased their rates of wages, some of them asking 20 cents for the first hour and 15 cents and 12½ cents for subsequent hours. The Three Rivers Gas Company is very busy at the present time. About twenty men were employed last week under ground. The contractors for the new wharf have arrived and the work is being actively pushed forward.

*Farmers* have been much delayed by the continuous rains during the month but

the crops are as good as last year. Several farmers have harvested their hay.

The *fish market* is very good but prices are higher than last year owing to the fact that the Grande Mere and Shawenigan dealers buy their fish here.

The *lumber trade* still continues very active. Several merchants are not able to fill the orders that they have received.

The *factories* are all very busy and are well satisfied with the prosperity which is general in all branches.

It is expected that a large business in *mining* will be done seeing that we now have an elevator for the purpose. Several barges will arrive to be discharged when this elevator is ready.

*Bricklayers and masons* are nearly all at work. The great portion of them are busy building the new chapel, but have been delayed by rain.

*Carpenters and joiners* are very busy and are earning good wages.

*Painters and decorators* have been very busy.

*Building operations* have been very quiet during the past month.

*Blacksmiths* are very busy.

*Printers, bakers, butchers, cigarmakers, barbers and glovemakers* are nearly all employed at good wages.

### ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent*, reports as follows:—

The condition of the labour market has been very satisfactory during the month. Several of the boot and shoe workers who were idle since the closing of Seguin, Laline & Co.'s factory have obtained work in the woollen mills, where overtime is being worked. Others have found places elsewhere in the surrounding towns. There are still some, however, without work. *Merchants* say they have done very well during the month. Wages and working day hours

remain as they were. Only one small labour difficulty arose, but it was amicably settled, the employee dismissed by the manager of the Canadian Woollen Mills having found another job.

*Farmers* have been very busy with the hay crop, but the uncertain weather has not been favourable.

*Butter and cheese makers* are very busy.

*Bricklayers and masons* have not been very busy.

*Carpenters and joiners* have had plenty of employment.

*Plumbers* were fairly busy, as were also *steamfitters*.

*Machinists* still continue very busy.

*Wagon and carriage makers* have sufficient work on hand.

*Printers* are busy.

*Journeymen tailors* are very busy, especially at the Eastern Clothing Company's works, where about 70 tailors and tailoresses are employed making up clothing.

The *cigar factory* reports a number of orders in advance.

The *tanners and curriers* say that they have had good conditions during the month, though their number has diminished since the installation of new machinery.

*Laundries* have plenty of work, especially 'Le Canadienne,' which employs about twenty hands. The wages are fair.

## MONTREAL, QUE., AND DISTRICT.

*Messrs. J. Ainey and J. S. Fitzpatrick, Correspondents*, reports as follows:—

There have been no important changes in the labour market in this city and district during the past month. Activity has been general, with the exception of the *printing and allied trades*, and business very good. The *building trades* and the *wholesale clothing and garment workers trades* report a very busy month, and for skilled labour generally the demand has been very active. The construction of the *Wilson elevator* is

being rapidly pushed forward, and the G.T.R. Co. contemplates the erection shortly of another elevator. Other important buildings in process of construction are the Stock Exchange and C.P.R. Co.'s workshops.

*Bricklayers, masons, carpenters and joiners* have been very busy. The *building trades* are considering the possibility of introducing the system of the working card, and there are only two unions which have not pronounced themselves in its favour.

The *Street Railway Company* increased the wages of its employees during the month, and the C.P.R. Co. has also raised the wages of certain of its employees in this city one cent per hour. The *Street Railway Company's* increases to its employees are as follows:—Employees who have been less than two years in the service of the company have been increased from 14 2-7 cents to 15½ cents an hour; those of two years service from 16 to 16½ cents. These increases were granted after being asked for by the men.

*Plumbers and painters* report trade dull.

*Builders' labourers* have plenty of work at higher wages than last year.

*Iron moulders, machinists, electrical workers, metal polishers, stove mounters and piece hand workers* report active conditions.

*Sheet metal workers* are fairly well employed.

*Wood workers* have plenty of work.

*Carriage and wagon makers* report conditions favourable at fair wages.

*Boot and shoe workers* report conditions improving.

*Butchers* report trade good.

*Furriers* are busy.

*Laundry workers and ice drivers* have had an excellent month.

## HULL, QUE., AND DISTRICT.

*Mr. R. Laferrière, Correspondent*, reports as follows:—

Throughout July, *common labour* and men engaged in the *building trades* were generally idle in the city. *Mill and factory hands* which constitute more than half the working population lost no time, except in the case of match shop girls who are idle during the customary summer vacation. *Merchants* complain of the dullness of trade. The railway agency reports that sixty families have in consequence of these conditions left the place within the last two months, most of them going to settle in New Ontario. The latter part of the month, however, saw a marked activity in the hiring of *bushmen*, the demand being far in excess of the supply. Many idle men, however, prefer to wait for the resumption of the civic works, which is just started, so that August will hardly see an idle man in Hull. The \$40,000 which the corporation intends to spend will probably bring activity to the building trades. Wages will be cut down from 7 to 10 per cent on the civic works. Men were paid \$1.35 last year.

Some thirty men are out on strike at Quyon for an increase of wages of \$2 per month. They are employed by the Upper Ottawa Improvement Company.

Reports from all over the county show the crops to be promising.

The *lumbering industry* was fairly active, shipping not being overtaxed, but comparing favourably with last year. Saw-milling is very brisk.

*Manufacturing* is everywhere active, no spare time being allowed, especially in Eddy's Mills and in the Woollen Mills.

Prospects are not good for *mica mining*.

*Bushmen* are paid better wages, than is known to have ever been paid before. Five thousand men hire in Ottawa for the shanties, of whom about 1,000 are from Hull and this district. Wages are as follows:—Choppers, \$20 to \$28; cooks, \$45; scorers, \$35; liners, \$40; hewers, \$50 to \$60. More men are wanted.

The following is the scale of wages at present paid in this city:—

Bricklayers and masons, \$3 per day.  
Carpenters and joiners, \$1.75 per day.  
Lathers and plasterers, \$2 to \$2.25 per day.  
Painting, decorating and paperhanging, \$2 per day.  
Stonecutters, \$3 per day.  
Builders' labourers, \$1.25 per day.  
Machinists and engineers, \$2 to \$3 per day.  
Electrical workers, \$1.25 to \$1.50 per day.  
Linemen, \$1.10 to \$1.25 per day.  
Shipwrights and caulkers, \$1.75 to \$2.25 per day.  
Woodworkers, \$1.75 per day.  
Common labour, \$1.25 per day.  
Factory hands, \$1.25 to \$1.75 per day.  
Sawmill hands, \$1.15 to \$1.60; at Masham, \$1 for 12 hours per day.

Two large Hull Companies are being sued for \$8,000 and \$5,000 respectively for alleged negligence in the case of the drowning of a shantyman from Hull, at River Desert, and of a factory hand in Hull. These are test cases, as a decision in the matter of the protection of *bushmen* on the drive was, it is said, never previously laid down by the courts.

#### OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, *Correspondent*, reports as follows:—

July has been on the whole a quiet month in the labour market. Business was fair, although the first two weeks were dull owing to bad weather. Employment was fairly general in all trades, but with some it was quiet, there being not more than sufficient to keep the men employed. Fall buying among the merchants continues active, the promise of a bountiful harvest causing a brisk autumn trade to be expected. Industrial activity was moderate. The woodworking manufacturers report a dull month in hardwood products, though there was a reasonably good demand for soft wood material, such as doors, sashes, &c.

A new industry was reported under organization at the end of the month, viz:—a *mica cleaning factory*. When started it will give employment to a large number of girls.

In the surrounding country *haying* was finished and a big crop gathered, though a considerable quantity was damaged through the frequent rainfalls.

The *lumbering trade* showed marked activity, the brisk demand for lumber of all kinds, which set in with the opening of the season, having been maintained throughout the month. The mills here give employment to a large number of men.

The *building trades* continued fairly active but there was no exceptional rush.

*Painters* report a quiet month but anticipate busy times for the next three months. The majority of the men were jobbing while waiting for the woodwork on buildings to be sufficiently advanced for painting. Repairs on the city schools also gave employment to a large number during the month.

There was general activity among the *printing trades* and an idle linotype machine operator could not be found.

*Railway men* were busy during the month. General traffic was good and to this, towards the middle of the month, was added the rush of the tourist trade.

The *motormen and conductors on the Ottawa Electric Railway* organized during the month having obtained a charter from the International Brotherhood of Street Railway employees affiliated with the American Federation of Labour.

A number of city bands not connected with the Musical Protective Association, which is in affiliation with the American Federation of Labour, have organized and received a charter from the Knights of Labour. The new union is known as *Harmonic Assembly, No. 2583*.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. Walter S. Macdiarmid, Correspondent*, reports as follows :—

The month has shown no change over that preceding. There is general activity in all branches of labour, especially in the building trades, and contractors report a scarcity of men. The month in every respect has been most satisfactory. Banks report favourable conditions; there have been large shipments of cheese; and merchants,

both wholesale and retail, have been busy. During July and August retail clerks will have a weekly half-holiday. There have been no strikes nor lock-outs reported during the month.

*Farmers* report good crop prospects. Corn is backward, on account of rain, but there is every reason to believe that the harvest on the whole will surpass that of last year.

*Fishing* has fallen off, and the catches are not as large as during the earlier months.

*Lumbering operations* in this locality are manifesting the same activity as last month.

*Manufacturing* in the different branches represented in this locality is steady.

A Brockville firm has received the contract of putting a new roof on the post office at Belleville.

*Bricklayers and masons, carpenters and joiners, lathers and plasterers* are steadily engaged, and *painters, decorators and plumbers* report a good month.

*Stonecutters and builders' labourers* are busy.

*Iron moulders and machinists* report a good month.

*Printers* report a good month, with plenty of work on hand.

*Tailors* have been well employed.

*Butchers and cigarmakers* report trade improving.

#### District Notes.

Work on the *Deseronto post office* is progressing favourably.

*Stonecutters* at Crookston report plenty of work in prospect.

*Mining operations* in North Hastings are active. A new branch of the industry has just started, employing 150 men.

#### KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, Correspondent*, reports as follows :—

Labour generally has been fully employed during the month. As was the case in

June, contractors have had difficulty in obtaining *mechanics* to finish their contracts on time. *Masons* in particular have been scarce. With respect to the demand for labour, and opportunities for securing employment, the month was far ahead of last month and the corresponding month last year. Though on account of the scarcity of mechanics very few contracts were awarded during the month, great activity prevails in connection with the *building trades*, while the great amount of *transportation business*, in shipments of various kinds, and clearings at the banks, &c., indicate exceptional *commercial activity*. The *wholesale and retail trade* also report splendid business. On account of the large demand, *masons and labourers* have been offered increased wages for their services. There have been no new strikes or lock-outs reported during the month.

*Farmers* report the busiest season in many years, the late rains and abundant crops affording more work than can be successfully carried on. Although good wages are offered it is almost impossible to secure sufficient help. Much of the hay has been lost. Farmers are stowing the hay in the barns and preparing to thresh the grain in the fields. Potatoes and the entire root crop will be far ahead of anything in recent times.

The *fishing season* is now in full operation, and large catches are reported daily.

*Lumbering* is dull.

*Manufacturers* with few exceptions are very busy.

*Mining* is very brisk. At the Sydenham Mica Mines a new bed was recently discovered disclosing an abundant supply of exceptional quality. Pieces seven feet long have been taken from it. Many hands are given steady work under fair conditions.

Considerable *reconstruction work*, ballast-ing, &c., is going on in connection with the local railway lines.

The elevator at the Montreal Transportation Company's yard has been running

night and day for some time past. The Jos. Richardson's and Sons Company, has also been extremely busy handling grain, damaged rice, felspar, &c.

The various *milling companies* are also busy.

*Bricklayers and masons* are fully employed. Some have recently been increased from \$3 to \$3.50 per day of 9 hours.

*Carpenters and joiners* are in great demand, some who went away at the beginning of the season returned and were quickly re-engaged.

*Lathers and plasterers* are busy. There are but few lathers in this city.

*Painters, decorators and paperhangers* are compelled to work overtime to cover the amount of work ahead.

*Plumbers* report good business.

*Gas and steamfitters* are very busy.

*Stonecutters* are now fully employed, though the early part of the season was somewhat slack.

*Builders' labourers* are fully employed at satisfactory wages. It is nearly impossible to secure labouring men to do odd jobs at any price. They have been paid as high as 25 cents an hour.

*Iron moulders* are fully employed at fair wages.

*Iron workers and helpers* are fully employed, the Kingston Locomotive Works Company, giving much employment to these crafts.

*Coremakers* find steady employment.

Recently the Kingston Locomotive Works Company, imported thirty machinists from Scotland and placed them in the positions of some of the strikers who are still out. Other machinists and engineers report an abundance of work.

*Steam engineers* are fully employed.

*Electrical workers* are very busy, and report good conditions.

*Linemen* are fully employed.

*Blacksmiths* of all kinds are scarce.

*Boilermakers* have steady work at good wages.

*Shipbuilders* are busy.

*Sheet Metal workers* report good business.

*Bicycle workers* report plenty of work, and *tool sharpeners* are busy.

*Horseshoers* are constantly employed ; prices are slightly better than formerly.

*Jewellers* report increased trade, visitors and tourists increasing receipts by their purchases. There is also considerable repairing and engraving work being done.

*Woodworkers* report much work ahead and fair prices.

*Upholsterers* are busy.

*Wood carvers* are in demand at good wages.

*Carriage and wagon-makers* report fair trade only.

*Car builders* are fully employed, considerable overtime being made.

*Pattern-makers* report plenty to do, at satisfactory wages.

*Printers* report extremely busy times, pic-nics, fall fairs, &c., giving much extra work.

*Journeymen tailors* report business somewhat slack. This is attributed to the continued wet and backward season, and in part to the time of the year.

*Garment workers, milliners, &c.*, report that the season has been somewhat retarded but that business is now brisk.

*Boot and shoe workers* have abundance of work at fair prices.

*Bakers and confectioners* are rushed.

*Butchers* report fair business. Considerable buying of sheep, &c., is carried on in this district.

*Cigarmakers and dealers* report splendid business.

*Tanners and curriers* are somewhat slack.

*Barbers* are very busy, being favoured with considerable transient trade.

*Broommakers* report fair trade.

*Clerks and stenographers*, are in demand at fair wages.

*Delivery employees* find plenty of work with fair conditions of labour except in the matter of hours.

*Furriers* are slack.

*Hotel and restaurant employees* find plenty of work. Competent bartenders are especially in demand.

*Laundry workers, dyers, &c.*, are very busy and report good prices.

*Freight handlers* find plenty of work.

*Steamboat men and steamboat firemen* are busy.

*Longshoremen* report good business and conditions.

*Street Railway employees* are busy.

*Cab drivers, hackmen, carters, and draymen* report fair business.

*Unskilled labour* is fully employed.

## TORONTO, ONT., AND DISTRICT.

*Mr. Phillips Thompson, Correspondent*, reports as follows :—

Conditions are about the same as last month, and labour in nearly all departments is actively employed, in some branches the supply of skilled workmen not being equal to the demand. The entire industrial community is sharing the advantage of the general expansion of trade, and wages continue to have an upward tendency. The relations between employers and workingmen are generally of a satisfactory character, with a few notable exceptions.

In the *building trade* great activity prevails, and all classes of workmen are well employed. Employers in other places have been looking for men here, in some cases offering higher wages than are paid in this locality, but have been unable to find men, owing to the great local demand.

*Plumbers, gas and steamfitters* are rushed with work, and more men could obtain employment.

Similar conditions obtain in the *metal trades*. *Iron moulders* report work plentiful and conditions, if anything, more favourable than last year.

*Machinists* are practically all employed.

The *blacksmiths* find times exceptionally good, and state that their trade has never been in a more flourishing condition.

With the settlement of the strike of *electrical workers* on the 19th instant, this class of employees is sharing the advantages of the general activity.

*Jewellery workers* are kept busy in anticipation of an active fall trade.

*Pattern-makers* generally are busy, with the exception of those on strike in two shops.

The *woodworking trades* are in a thriving condition.

*Woodworking machinists* are all employed.

*Piano-makers* report that trade conditions have not been better during the last ten years. Owing to the demand for men, there has been a small but steady influx of employees from outside.

*Cabinet-makers* find employment easy to obtain, and the prospects are decidedly of an encouraging character.

*Varnishers and polishers* report very favourable conditions of employment.

The classes of labour engaged in general *traffic and transportation* are as a rule well employed. *Longshoremen*, however, are generally idle, owing to the continuation of the anthracite coal strike.

The 300 employees of the *Toronto Carpet Company*, who went out on strike on the 16th, were organized on the 18th instant, as a branch of the Textile Workers' League. The strike still continues, and the company is making an effort to bring in workmen from outside to supply the places of the strikers.

*Picture frame workers* to the number of 65 have been organized as a branch of the Wood Workers' International Union.

The Musical Protective Association has strengthened its organization by the admittance of the members of the Royal Grenadiers band.

The new constitution of the Toronto District Labour Council, in which the Trades and Labour Council and other central bodies are to be merged, which has been under discussion for some time, was finally adopted by the Trades and Labour Council on the 25th.

The annual union meeting of the Brotherhood of Locomotive Engineers and the Grand International Auxiliary, which is the women's branch of the organization, was held in Victoria Hall, beginning on the 22nd. About 300 delegates from various places in Canada and the United States, and some 200 visitors, were in attendance. The inaugural meeting was addressed by the Grand Chief, who gave a sketch of the record and progress of the order. The secretary-treasurer followed, presenting statistics showing that the insurance department had a membership of about 30,000, and that the average monthly payment for adjustment of claims for the past year had been about \$75,000. The business of the order was done in secret session. The 23rd was devoted to sight-seeing and entertainments, including a reception at the Princess Theatre in the evening. At the session on the 24th, the convention discussed the compulsory arbitration bill in regard to disputes between railways and their employees, introduced in the Dominion parliament by Sir William Mulock, and resolved to oppose its passage. The convention was closed by a ball and supper in the Temple Building.

On the 17th the newly formed organization of United Brewery Workmen was completed and officers elected.

The *garment workers* were organized as a union on the 9th instant, including operators on machines and hand sewers. There are about 1,500 belonging to this class in

the city, and the attempt to organize them hitherto has been unsuccessful, as there are many difficulties to be overcome.

### HAMILTON, ONT., AND DISTRICT.

*Mr. Samuel Landers, Correspondent*, reports as follows:—

Employment of all classes of labour is very active at present and has been so throughout the month. The Hamilton Bridge Works Company is enlarging its factory by an additional building of 200 feet by 200 feet. The civic Board of Works have already laid some 19 miles of cement sidewalk, at the rate of two and a quarter miles per week, giving work to hundreds of men at 18 cents per hour. *Iron workers, clothing workers, cigarmakers, horseshoers and printers trades* are very active. The only craft to have wages increased during the month was week-working *stove mounters*, who received an advance of 25 cents per day, per yearly agreement signed July 1. The Otis Elevator Company is building a new factory, 80 by 154 ft., to cost \$15,500. Work on the new Deering Harvester Company's buildings has begun. The total cost of building will be \$102,635.

The exports from Hamilton to the United States for the year ending June 30 last amounted to \$405,187. In blue grass seed alone the exports amounted to \$35,500; hides and calf skins to the value of \$36,500 were sent across the line. \$22,612 worth of rubber scrap, \$44,000 of short-horned cattle, \$15,000 of tin plate, \$42,000 of wool, \$12,000 of coffee, \$12,338 of tea and \$5,000 of sausage casings. Besides this there were \$8,500 worth of pickles in brine shipped from Burlington.

The annual meeting of the Hamilton Board of Trade showed a decrease of membership.

Another good strike of natural gas was made near the city during the month.

The Modern Telephone Company of Hamilton has secured the consent of the authorities for the issuance of a charter.

The capital stock is \$300,000, of which over \$80,000 has already been subscribed.

At the last meeting of the Hamilton Trades and Labour Council it was decided that a committee should be appointed to wait on the finance committee of the City Council and urge that in any franchises granted to companies seeking to do business in Hamilton a clause should be inserted making it compulsory to submit to arbitration all disputes arising between such companies and their employees that cannot be arranged in any other way.

During the month Hamilton had two very large and disastrous fires, each throwing many wage-earners out of employment. The T. H. Pratt retail dry goods house sustained a loss of \$62,000, fully covered by insurance. The Brennan & Sons' planing mill was also totally destroyed, involving a loss of \$65,000. Many carpenters lost valuable sets of tools, and about 40 men were thrown out of employment.

The extremely wet weather would not permit *agriculturists* to do much work during the month. The fruit crop is exceptionally good. One firm at Winona shipped 15 tons (1,050 crates) of berries during the month. Good fruit packers are in demand.

There is no *railroad construction work* going on at present, but railroad employees are all well employed.

The *granite and marble cutting industry* is particularly prosperous this season.

*Manufacturing* in general is very brisk, especially in clothing, brooms, brushes, structural iron work and machinery.

The *building trades* are very busy at present on new factories and a number of private dwellings.

The *printing trade* was slack during the month, but picked up considerably towards the end.

*Plumbers* are all very busy on contract and general work.

*Stove plate, machine and jobbing shops* have been very busy, especially the former. There are few *coremakers* employed here.

*Machinists, steam and stationary engineers* are all in employment.

*Electrical workers, linemen and station-men* are very busy. The dispute referred to arbitration is not yet settled.

*Workers* in the metal trades are all in employment.

*Sheet metal workers* are enjoying a busy month.

*Horseshoers* find trade excellent, with few idle men.

*Stove mounters* are exceptionally busy. These workers have had an advance in wages.

*Wood workers* in furniture, office fittings, &c., have had little slack season.

The *printing trades* in general are very brisk, and not an idle man, who is competent, can be found in the trade.

The *custom tailoring trade* this month has been very active, the season lasting longer than usual. *Ready-made clothing makers* find things a little slack at end of month.

*Boot and shoe operatives*, especially among the piece workers, have had considerable slack time, and a number of men are idle.

*Bakers* are well employed. The situation at one shop, where men were locked out, remains the same as last month.

*Cigarmakers* are very busy.

*Leather workers* on horse goods report work fair, but wages very low.

*Barbers* are very busy.

*Laundry workers* are all very busy. *White laundrymen* complain of Chinese competition.

*Railway employees* are very busy on the different lines running out of the city. *Street railway employees* are very busy.

*Longshoremen* are employed at all classes of heavy work, many doing teaming during the non-shipment of coal.

*Teamsters and expressmen* are very busy.

*Unskilled labour* in factories, foundries and river work is having plenty to do.

### District Notes.

*Beamsville.*—The quarries are in full operation. The monthly pay list amounts to \$10,000. *Stonecutters* are getting \$3.50 per day; *labourers* from \$1.50 to \$1.75.

*Niagara Falls.*—An agreement has been closed whereby the Ontario Power Company secures the right to develop an additional 400,000 horse power. The *building trades* are fairly busy.

*St. Catharines.*—At a recent meeting of the St. Catharines City Council a resolution was carried:—

That in awarding the contract for the construction of the proposed Carnegie library, it shall be expressly stipulated that the contractor shall employ union labour only, and that all stone used shall be cut or dressed within the city limits.

It was also resolved:—

That the mayor be authorized to offer a reward of \$10 for information that will lead to the conviction of any lineman or other person found climbing shade trees in the city with spurs or trimming any tree without written authority from the proper committee of the council.

Trade in general is very good, and men are well employed.

### BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent*, reports as follows:—

There is no perceptible change in the conditions of the labour market since last report. Practically all those wishing employment are at work, and in several branches of industry there is a demand for more men. Extended civic improvements and the construction of the electric railway has given employment to a large number of unskilled labourers, while the activity in the *factories* and the *building trades* has furnished employment for all local skilled labour. In the *wagon factory*, the *agricultural shops* and the *portable engine department* of the engine works special activity was manifested throughout the month. A movement is on foot to establish a *linen factory*, and application for a charter has

been made by the Holmedale Linen Company, of Brantford, with a capital of \$150,000, in 3,000 shares of \$50 each. The Clerk's Union petitioned the City Council to pass an early closing by-law, and hereafter all dry goods dealers and furriers will close at 6.30 p.m., except on Saturdays and days preceding holidays, when they will close at ten, under penalty of a \$50 fine.

Considerable activity has prevailed in the rural districts, although the exceptionally wet weather has hindered *farm work* to a large extent. Much damage has been done and farmers are afraid of rust attacking the grain. *Farm labourers* are hard to secure, notwithstanding the fact that \$1.50 and \$2 per day in some places is offered.

The *G.T.R. officials* are expected to commence work upon the new section of the main line at once.

*Bricklayers and masons, carpenters and joiners* have been especially busy during the month.

*Lathers and plasterers* have had steady work.

*Painters and decorators* report all local competent men working steady.

Buildings are well advanced, and *plumbers and gasfitters* have had steady employment.

*Steamfitting* is slack at this season.

*Builders' labourers* are fully employed.

*Iron and brass moulders and coremakers* have had steady work.

*Machinists* have been working overtime in several factories.

*Steam engineers* report no demand for extra labour.

*Metal polishers and platers* report a satisfactory month.

*Stove mounters* report plenty of work.

For *blacksmiths and boilermakers* trade has been satisfactory.

*Tinsmiths* report plenty of work. More men are required.

*Carriage and wagon makers* have had a steady month.

*Pattern makers* have in some cases worked overtime.

*Weavers* have been working full time.

*Printers and pressmen* report a steady month.

*Tailors* have had a fair month for July.

*Bakers and confectioners* have had a busy month.

*Cigarmakers* report trade satisfactory. As their year ends with June 31, some were idle a week, while stocktaking was in progress.

*Saddlers* report a busy month, but not many journeymen are employed here.

*Barbers* have had steady employment.

*Clerks and stenographers, hotel and restaurant employees* have had a satisfactory month. *Clerks* are enjoying a weekly half-holiday on Wednesday during July and August.

For *laundry workers* trade has been better, consequent upon the warmer weather.

The work on the new *electric railway* is being pushed forward by a large force of men.

*Street railway employees* are very busy. A full force of men have been steadily employed.

*Teamsters and draymen* have had plenty of work.

The Ham & Nott Co. have again shared the profits for the year with the employees. Those employed in the machine shops received 25 per cent more than the other employees on account of working a large amount of overtime. The amounts received were as follows :—

	Machine shops.	Other Departments.
For one year—		
Married men.. . . .	\$26 25	\$21 00
Single men ... . .	16 25	13 00
Boys.. . . .	7 50	6 00
For six months.—		
Married men .. . . .	13 75	11 00
Single men.. . . .	8 75	7 00
Boys.. . . .	3 75	3 00

There is practically no *unskilled labour* on the market.

The *coremakers* reorganized during the month, with a membership of thirteen.

#### GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, *Correspondent*, reports as follows:—

Conditions in the labour market during the past month have been less favourable than in June. While no large industries have been shut down there has been a slackness among some classes of mechanics and workmen, though this is usual at this season of the year. Generally speaking employment has been steady at comparatively high wages. No changes in the current rates of wages have been reported during the month. A small strike occurred in one of the tailor shops caused by the employees refusing to work with a tailor against whom a charge of violating the union's rules had been laid. The matter was settled by the intervention of the Trades and Labour Committee and the discharge of the employee in question. New premises are being built for a *knitting company* which already employs about fifty hands. A new factory is also about to be built for a *spinning company* which at present occupies the old drill shed. More space will thereby be afforded and additional hands will be employed. The *waterproof clothing Company* has removed and expects to increase its staff by about 15 or 20 hands. A new factory is being built which will be used partly as an addition to a planing mill and partly as a wire spring works.

Agricultural prospects which have pointed to more than an average year have been somewhat marred by excessive rains. Oats and fall wheat are badly down. Wages for *farm labourers* are higher than usual.

The *building trades* have had only a fair month. A good deal of work is expected later in the season, however, for which plans are at present under way.

*Bricklayers and masons, carpenters, painters and labourers* are only fairly well employed.

*Iron moulders* are very busy and there is a demand for men.

*Machinists* are fairly well employed.

*Sheet metal workers* as well as all lines of metal and *engineering workers* have had a good month.

*Woodworkers* are busy, and a good month for the summer season is reported.

*Upholsterers* are very busy for the season of the year.

*Carriage workers and trimmers* are now in the slack season. Trade opened somewhat earlier than usual this year.

*Coopers* are slack.

*Printers* have had a busy month for the season of the year.

*Tailors* are slack, this being an off season.

*Textile workers and weavers* are well employed and the factory extensions in this line will provide employment for more help.

*Cigarmakers* have had a very busy month.

*Barbers* are enjoying a Monday half-holiday during the months of July, August and September.

*Teamsters* are not very busy especially those depending on the building trades.

While *labourers* are generally employed, there has been a considerable amount of lost time during the month.

#### District Notes.

A *Trades and Labour Council* has been organized for Galt and Preston. *Unions of carpenters, painters and barbers* have also been organized in Galt.

#### STRATFORD, ONT., AND DISTRICT.

Mr. M. H. Westbrook, *Correspondent*, reports as follows:—

The condition of the labour market during July has been very satisfactory, no workmen being unemployed through lack of work although the continuous rains have caused time to be lost on outside work. All shops and factories are working full time, which in some factories is 55 hours per

week, and in others 60 hours per week. A by-law is to be submitted to the ratepayers shortly, granting certain concessions to the Kemp Manufacturing Company, of Newark Valley, N.Y., for the establishment of a branch of their manure and fertilizer spreader factory here. They agree to employ 50 hands the first year and increase the number each year. The Stratford Milling Company has about completed the repairs to its plant caused by the explosion of its boiler, and will resume business about the first week in August with good orders on hand.

The *farming* community in the district has been seriously affected by the continuous rainstorms of the month. Much hay and grain are now spoiling for want of fine weather, and a hail storm entirely destroyed the crops in one part of Perth and Oxford counties, though not over a large area.

*Bricklayers and masons, carpenters, lathers and plasterers* are all well employed with prospects good for a long season's work.

The *painting, decorating and paperhanging* trades report having enough to do to keep all employed.

*Plumbers* report having all the work they can do.

*Builders labourers* are all employed for 60 hours per week.

*Iron moulders* are very busy at wages averaging 20 cents per hour.

*Machinists* are all employed. First class men can obtain employment here; hours worked at the trade are from 55 to 60 per week.

*Blacksmiths* have plenty to do but there is no demand for more men.

*Bicycle workers* continue to be well employed.

*Horseshoers* are all busy.

*Woodworkers* of all kinds are very busy.

*Upholsterers* report having done a good month's business.

*Wood carvers* are all busy.

*Varnishers and polishers* are all employed at fair wages.

*Patternmakers* are not largely employed here but are very busy.

*Printers* report having done well this month, and a demand for a few extra men has been noted.

*Bookbinders* report trade good.

July is generally a slack month with *tailors* but this month's trade has been better than usual.

*Garment workers* are very busy on fall orders.

*Butchers* report the retail business dull. The Packing Company, however, is very busy.

*Bakers and confectioners* report business as only moderate, the unseasonable weather affecting them unfavourably.

*Cigarmakers and tobacco workers* are rushed with orders.

*Barbers* report trade very good.

*Delivery employees* are all busy.

*Railway men* in the traffic department have all done well this month and prospects remain good for all summer.

*Cab drivers, hackmen and draymen* have all been busy this month.

*Teamster and expressmen* have plenty of work.

*Unskilled labour* is in good demand at wages of about 12 cents per hour.

### District Notes.

*Seaforth*.—All industries are busy with a demand for machinists at wages of 17½ to 20 cents per hour.

*Woodstock*.—Moulders are very busy and all factories are working full time. The street railway company connecting Ingersoll with Woodstock reports having done a good month's business.

*St. Mary's*.—All industries are well supplied with orders and a scarcity of dwelling houses is being complained of by working men.

## LONDON, ONT., AND DISTRICT.

*Mr. Alex. Woonton, Correspondent*, reports as follows :—

Labour is employed to its fullest capacity in this locality, as has been the case since the spring. There has been a demand for *ordinary labourers* almost all the time up to the present, and *artisans* in either the *building, iron or steel trades* could have secured situations here during the summer for the asking. The unprecedented rains of May, June and July have affected the sale of light summer goods, and the *retailers* will have to carry over a heavy stock to next summer. The most favourable feature in connection with the labour market this summer has been the total absence of *strikes*.

The outlook for a bountiful harvest has not been as good in this district for years. Some of the hay was lost to the *farmers* through the exceptionally heavy rains, but fine weather from now out will bring abundant crops of all kinds of grain and fruits. The apple crop, which for the last four years has been a failure, this year is exceptionally good.

*Manufactures* in this city are all in splendid condition, additions having been made to several factories this summer. With the opening of the new McClary plant later on, which will nearly double the number of employees (they now employ an average of 700 the year round) quite an increase will take place in the city.

*Bricklayers and masons* still continue to be rushed. One local firm is advertising for more men. The bricklayers made an arrangement with their employees, on July 1, by which they stop work at 12 o'clock on Saturday instead of at four, but lose the three hours' time.

*Carpenters and joiners* have caught up to the work before them.

*Plasterers* are not extra busy.

*Stonecutters and building labourers* report trade as good.

*Machine, stove and brass moulders* report work as exceptionally plentiful.

*Electrical workers* are busy. Nearly every house put up this year is being fitted with electric lighting.

*Metal polishers, buffers, brass workers and stove mounters* are very busy.

*Carriage and wagon workers* report trade as fair.

*Freight car builders* are busy at the G.T.R. car shops.

*Coopers* are doing a rushing business.

*Job printers* are not very busy. Some of the firms have started on the stock calendar work and novelties for next winter.

*Journeymen tailors and garment workers* are having their slack season.

*Boot and shoe workers* report business as fair.

Although the price of meat has raised so materially, the butchers report no diminution in the quantity called for.

The *cigarmaking* business continues one of the largest industries here, with more hands becoming employed at it. The manufacturers of cigars for the past year show an increase of nearly four millions over the previous year, the respective figures being 28,476,910 cigars made in 1900-1 and 32,069,835 made in 1901-2. The former year's consumption of raw leaf was only 464,124 pounds, while last year there was used 592,791 pounds, an increase of over 128,500 pounds. These figures represent the raw material and output of 22 factories, 19 of which are situated in London, 2 in St. Thomas and one in Sarnia.

*Broommakers* report trade as good.

*Railroad business* is in a good condition, and all hands centered here continue to make first class months.

## ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent*, reports as follows :—

Conditions in the labour market are more favourable on the whole than during the two previous months. There is a keen demand for labourers in the building trades, and contracts have recently been let for macadamizing several streets. It has also been decided to construct a trunk system of sewers for the south-western section of the city. Commercial and business circles are somewhat dull. A weekly half-holiday is being observed by the retail trade during July and August. The city police force have received an advance in salary; the sergeant is advanced from \$53 to \$60 per month and the patrolmen from \$44 to \$50 per month.

The long continued contention between the Michigan Central Railroad Company and its employees in the car and locomotive shops over the proposed introduction of the piece work system, coupled with the demand of the men for a 10 per cent increase in wages, has been amicably settled. The basis of settlement is a compromise on the wages question and a verbal understanding that the piece work system will not be applied for at least one year; an understanding regarding other minor grievances being also included. The negotiations were conducted with the machinists' committee of St. Thomas and Jackson, Mich., and affect the employees of each division. The increase of wages granted averages from one to one and one-half cents per hour, and affects about 200 men. The top rate for gang bosses is to be 26½ cents per hour, and for machinists 24 cents per hour. The Jackson, Mich., rate is: Gang bosses 29½ cents per hour, and machinists 26½ cents per hour.

Unfavourable weather conditions have seriously hindered harvesting operations. Crops are generally good, and farm labour is very scarce.

*Manufacturing* in all lines is very active. The iron trade experiences difficulty in getting raw material. *Railway employment* in the traffic department is very slack on the Michigan Central, and as a result repair work on motive power is also dull. Ten additional men were paid off in the locomotive

shops on this account during the past month.

*Bricklayers and carpenters* are very busy. *Lathers, plasterers and plumbers* are fully employed, while *painters* report some little falling off in house painting.

*Labourers* are in keener demand than last month.

*Car wheel moulders* are losing about one day per week on an average in consequence of not being able to get pig-iron in sufficient quantities.

*Iron workers' helpers* are difficult to obtain, and wages have advanced about 10 per cent in this line of work.

*Machinists* are in good demand.

*Printers* are fully employed.

*Journeymen tailors* are slack.

*Cigarmakers* report a steady and increasing trade.

*Barbers* report conditions fair.

*Laundry workers* report business considerably affected by the long continued unfavourable weather.

*Railway conductors, engineers, firemen and trainmen* have been considerably reduced in numbers as a result of slacker traffic and improved motive power.

In the case of the suit of John Kennedy vs. the city of St. Thomas for injuries received by falling from the old Wilson's bridge while in course of reconstruction, judgment was rendered in Toronto condemning the city to pay the sum of \$2,000 and costs.

### District Notes.

*Aylmer.*—The canning factory is very busy. The strawberry and raspberry harvests are in excess of last year, as is also the pea crop; about 70 hands are employed. The shoe factory reports an increasing business and staff. Some difficulty is experienced in getting operators, on account of isolation from the labour market. Several operators have been brought from Montreal.

The local iron foundry reports being very busy in the manufacture of truck and platform scales, well and spray pumps and fencing materials, and experiences some difficulty in obtaining raw materials and machines. The municipal council is expending the sum of \$40,000 in the construction of a water supply for the town.

### CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent*, reports as follows:—

There have been few changes in industrial conditions in this district during the month, *mechanics and labourers* being generally fully employed. Slackness, however, is reported in certain branches, as is usual at this time of the year. The excessive rainfall has interfered with outside work, such as civic work and building and farming operations. A *box factory* has been started this month and a large addition is being built to the cooperage works. The William Gray & Sons Carriage Company, has purchased the Queen Street School property, and will use it for a paint shop, and the ground outside for piling lumber. The same firm is building an addition to its factory on William Street, and Park Street, giving employment to a number of mechanics and labourers. Transportation business is very good and wholesale and retail business is active. The contract has been let for the public library and work will be commenced soon. No changes in rates of wages were reported during the month.

*Farming operations* have been generally hindered by the heavy rains. Much of the hay has been spoiled and wheat and beans on low lying land have been much injured. On the higher ground, however, the crops look very well. The scarcity of farm labourers continues and much difficulty will be experienced in harvesting the crop.

All local *factories* are running full time with full staffs of hands.

*Bricklayers, masons, carpenters, joiners, lathers and plasterers* are all fully employed.

*Painters and paperhangers* report work somewhat slack.

*Plumbers, stonecutters and builder's labourers* are all busy.

*Iron workers and helpers* have plenty of work.

*Linemen* are all busy.

*Woodworkers* have plenty of work.

*Printers and pressmen* are fairly well employed.

*Journeymen tailors* report work a little slack.

*Bakers and confectioners* are all busy.

*Cigarmakers and tobacco workers* have plenty of work.

*Delivery employees* are busy.

*Cab drivers, hackmen, carters, teamsters and expressmen* have plenty of work.

There is a scarcity of *unskilled labourers*.

### WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent*, reports as follows:—

Conditions in the labour market continue satisfactory, those engaged in the *building trades* and in all manufacturing and mechanical employments being fully employed. On the railroads the men are rushed and are working, in the case of some of the crews, overtime. The scale of wages is satisfactory. The salt company is building a \$10,000 addition to their large plant for making dairy salt. This will give employment to 10 or 15 more hands when completed. Over 100 houses have already been erected in Windsor this summer. Wholesale and retail merchants report a good month. A Trade and Labour Council was recently organized with 10 unions.

*Agriculturists* have had a poor season on account of wet weather. The crops on low lands are ruined while those on the high land will only be half a crop. Hay is suffering greatly. Market gardeners are also complaining of the potatoes and vegetables rotting in the fields.

*Bricklayers and masons, carpenters and joiners* report a busy month.

*Lathers and plasterers* have been very busy during the month.

*Painters* report plenty of work ahead.

*Plumbers* are all busy.

*Builders labourers* have had a satisfactory month.

*Iron moulders and coremakers* have worked full time during the month.

*Electrical workers* are working full time.

*Blacksmiths, shipbuilders, and horse-shoers* report plenty of work.

*Carriage and wagon-makers* are very busy.

*Printers, pressmen, journeymen tailors and photographers* report trade good.

*Butchers* report trade fair and are all working full time.

*Barbers and broommakers* have been busy.

*Railroad employees* have all the work they can handle at present.

*Steamboat men and steamboat firemen* are all busy.

*Unskilled labour* in this city has been well employed this summer and an idle man who wishes to work is not to be found.

### District Notes.

*Walkerville.*—The manufacturing plants are running to their full capacity, with a full force of men and with plenty of work ahead. The Board of Works is putting down paved streets and sidewalks on an extensive scale, thus giving employment to many unskilled labourers.

### WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent,* report as follows:—

The favourable labour conditions reported last month continued during July. Generally speaking the demand for labour was never so general and steady in this city as it is at the present time. It would not

be accurate, however, to state that there is actually a dearth of labour in any particular branch. In the *building trades* contractors have stated that they could do with a few extra hands for a short time to help them over the rush in certain of the branches of this trade. It should be borne in mind, however, by those proposing to come to this point that this condition lasts but a few weeks.

The chief feature of labour activity is the amount of building that is in course of being done. More large warehouses are being commenced and others are projected. Business is increasing in volume to such an extent as to necessitate larger floor spaces and warehousing capacity. Many agents and commission men who have hitherto been sharing quarters with others are now feeling the necessity of more room for expanding trade. Inquiries among jobbers elicited the fact that in all lines business is exceedingly good.

The labour market has been seriously disturbed by strikes during the month. The *freight handlers* and other classes of employees on the Canadian Northern Railway are still out. The men claim that the Company is not replacing them with experienced assistance, and that the company's rolling stock is largely incapacitated through lack of repairs. On the other hand the company claims that there is no strike and that all vacancies caused by the men leaving work have been filled.

Rates of wages still incline upwards. The Street Railway Employees have received another advance, and in other trades the higher rates are prevailing. For instance, carpenters who have been graded at rates varying from 25 cents per hour to 30 cents, are now receiving 27 cents to 30 cents per hour, and especially good men are being paid even higher rates than these.

The appearance of the *crops* is arousing the greatest hopes of another bountiful harvest. The chief clerk of the Department of Agriculture at Winnipeg, has announced that approximately 19,000 extra

harvest hands will be recruited to harvest the grain according to present indications. Already steps are being taken to arrange for the securing of this labour from the eastern provinces of the Dominion.

All local *manufacturing industries* are active and employment in the same is good.

*Railroad construction* is still actively proceeding. The local Street Railway Company purposes extending its line into the adjoining municipality of St. Boniface. The projected line to Headingly has also been staked out, and likewise the line to Selkirk. On the latter grading will commence immediately.

The Canadian Pacific Railway Co. has announced large preparations for handling the crops. Last year many complaints were made as to shortage of cars, this year some hundred of new ones will be put into operation by this company.

In the *machine shops and foundries* activity prevails.

The *woodworking mills* in consequence of building activity are taxed to their full capacity and the same can be said of all the lumber yards in the city. Some engaged in the latter business venture the assertion that the demand for lumber will exceed the supply before the building season closes.

*Printing and allied trades* continue active. Business was increased during the fair season, and towards the end of July some evidence of the grainmen's anticipations of a large wheat crop was manifest in the larger orders they are placing for their requirements in printed matter.

The *clothing*, as well as other trades, and *manufactures* generally, report more business during the fair season than in the same period of other years. Their normal trade has been better and shows greater promise. This year the vast number of visitors to the city have had more money, and as a result the cash sales made by the Winnipeg merchants have exceeded anticipations.

In transport circles the feature exciting the most general interest is the labour trouble on the Canadian Northern. The machinists still are continuing their strike and the *freightlanders, trackmen, switchmen, carpenters* and others are also on strike. During the month the same company entered into an agreement with the *conductors, trainmen, firemen and engineers* in their employ. Officers from the head-quarters of each respective International organization concerned were present when the understanding with the company was arranged. Those on strike have identified themselves with the United Brotherhood of railroad employees with head quarters at San Francisco. On account of this body enrolling on its membership men who are obliged to join existing international unions, friction seems to have developed, and contrary to the anticipations, the co-operation of the trainmen, firemen, conductors and engineers of the Canadian Northern has not been obtained by the machinists and others still on strike.

The strike of the young women in the Paulin Chambers factory is nominally continued. Most of the girls have been employed elsewhere and the factory itself is running with a full complement.

The *bakers strike* also continues nominally. All the bakeries are working at full capacity.

## BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent*, reports as follows:—

The weather during the past two months has been on the whole unfavourable to farmers. Though the rainfall has been excessive, grain crops have not been damaged, with the exception of those lying in low lands. It is anticipated that the grain will be headed out earlier than usual, so that if July and August weather proves warm Manitoba will have one of the earliest harvests on record as well as one of the most bountiful.

The strike on the Canadian Northern has no apparent effect on railway traffic in this locality.

Cattle are in excellent condition on ranches in Manitoba and the Territories. A syndicate of capitalists has been formed in this city with representatives from the Territories, to carry on a business in ranching and land-buying on an extensive scale.

In connection with the *lumbering industry* the men in one local saw-mill have been unable to resume work owing to the continued high water in the river.

A large number of men employed in railway construction work are kept busy on the C. P. R.

Trade with the *bricklayers and masons, carpenters and joiners, lathers and plasterers* is excellent.

*Stonecutters* in this city are exceptionally busy. A local firm of *marblecutters*, owing to an increase in business, are compelled to enlarge their premises at an expense of about six thousand dollars.

*Blacksmiths* are busy.

Trade is good with *jewellers and watch-case makers*.

*Printers* are busy.

*Journeyman tailors* report trade good.

One local firm of *tanners* is making extensive additions to its premises owing to increased trade.

*Barbers, broommakers, clerks stenographers, delivery employees, hotel and restaurant employees, laundry workers, &c.*, report trade never better.

All *railway employees* are busily employed.

### District Notes.

Reports from *Alameda* say that the rush for land continues. Five hundred homesteads entries have been made. A great many settlers are coming in from North Dakota to South East Assiniboia.

Circulars have been issued by the C. P. R. Company, to every station agent in the

wheat district asking particulars as to the condition of the crops, the number of available labourers in their district, and the number it is expected will be required to assist with the harvest. It is thought that about 20,000 farm labourers will be required.

### NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent*, reports as follows:—

The conditions of the labour market in this city and district for the past month have been very satisfactory. General activity prevails in the *building trades* and a good demand for *unskilled labour* is reported. In one case 50 men were required and only 25 available, owing to so many men being engaged in *fishing and harvesting*. Considerable work is being carried on at the *new Fraser river bridge*, a large gang of men finding steady employment. The contract has been let and work commenced on the *new electric car shops* of which the contract price is \$5,750. Owing to the general activity the car company have added two extra cars per day to the service to Vancouver, for the convenience of the workmen. The contract for the driving of over 13,000 feet, or two and a half miles of tunnel for the Vancouver Power Company, is one of the largest undertakings of the kind ever commenced in Canada. It is estimated that it will cost in the neighbourhood of one million and a quarter before completion, and will give employment to one hundred and twenty-five men, for twenty-seven months.

The *B. C. Packers Association*, have purchased the Columbia Packing Company, establishment at this point. The plant and equipment both for ordinary canning and winter packing is one of the largest and most complete on the Fraser River.

The *merchants* of the city intend to place a *new passenger and freight boat* on the down river run, to compete with the boat now on that route.

The *buyers of spring salmon*, undertook to reduce the price from 4 cents to 3 cents

per pound. The fishermen at once decided to stop fishing, when the buyers agreed to pay the 4 cents per pound.

*Farmers* are busy, with a very heavy hay crop. A good demand for farm help is reported.

The *lumbering industry* is in a flourishing condition, and the export trade is good, this is particularly true in the shingle trade.

During the past month considerable unrest was experienced between the cannery and fishermen, regarding the price per fish for the run, though happily no strike was declared, the union and the cannery deciding upon a sliding scale. The majority of the men have commenced fishing. Some few have returned and are finding employment in the woods and in other places. The fish up to the last of the month were not running in paying quantities.

*Bricklayers and masons* report work good for what men are here.

Work is very active with *carpenters*, and a demand for workmen is being made as numbers of men have gone fishing.

*Lathers and plasterers* report work plentiful.

*Painters* are very busy.

*Plumbers* report work steady.

*Stonecutters* are fully employed, and are in demand.

*Builders labourers* were scarce during the past month.

*Iron workers and moulders* report work steady.

*Shipwrights and caulkers* report work not very plentiful.

*Shingle makers* are fully employed.

*Printers* report good conditions, job work being exceptionally active.

The *cigar factory* was shut down for stock taking for 2 weeks, but has recommenced, work is plentiful.

There is only one white laundry here, Chinese predominating. The workers in the white laundry report work good.

*Steamboats* report times good. The river tugs and freight boats being very busy.

*Street Railway Employees* report plenty of work. The trackmen are unusually busy adding additions to track.

The number of fishing licenses issued for this period up to July 26, was 1,432; from the Vancouver office about 1,000. The number issued in 1901 was about 3,500.

## VANCOUVER, B.C., AND DISTRICT.

*Mr. Geo. Bartley, Correspondent*, reports as follows:—

The demand for men in the *building trades* during the past month has never been better in this city and district. The *British Columbia Electric Railway Company* has let the contract for driving two and a half miles of tunnel from Lake Beautiful to Coquitlam Lake, near Vancouver, and work will commence at once. The tunnel alone will cost \$250,000 in labour. It will take about 125 men, 27 months to complete the work. The tunnel will connect two mountain lakes, the water power of which will be used in connection with the establishment of an electric power plant to provide power to Vancouver. The entire cost of the scheme is estimated at \$1,250,000.

The current wages in the *building trades* in this city are at present as follows:—

*Carpenters*.—Journeyman, \$3 to \$3.25 a day of nine hours; foremen, \$3.50 to \$5.

*Stonecutters*.—Journeyman, \$4.50 for eight hours.

*Bricklayers and masons*.—Journeyman, \$4 to \$4.50 for eight hours; foremen, \$5 to \$6.

*Plumbers*.—Journeyman, \$3.60 for eight hours, no foremen working.

*Painters*.—Journeyman, \$3 for nine hours, foremen \$3.50.

*Labourers*.—\$2.25 to \$3 for eight hours.

*Electrical workers*.—Journeyman, \$3 for nine hours.

Wages for *foremen* vary according to the magnitude of the particular works and the number of men employed thereon.

The *canners and fishermen* have arranged a compromise on the price to be paid for sock-eye salmon this season. The scale agreed upon is as follows:—

Up to a pack of 200,000 cases ..	..20	cts. a fish.
Over 200,000 and up to 250,000 ..	..18	"
" 250,000 " 350,000 ..	..16½	"
" 350,000 " 400,000 ..	..13½	"
" 400,000 " 450,000 ..	..12½	"
" 450,000 " 500,000 ..	..11½	"
" 500,000 " 550,000 ..	..11	"

The minimum price is to be 11 cents. The *canners* will restrict the number of boats. The *canners* will assist in the collection of union fees and dues by instructing their bookkeepers to deduct the amount from the moneys coming to the fishermen. A representative of the fishermen will check the catch and pack at the end of the season on August 25.

A civic by-law regulating the salaries of men in the *fire department* has been passed. It provides as follows:—

Chief of fire department per month....	\$125 00
Assistant chief per month ..	85 00
Each captain ..	75 00
Each driver..	67 00

The *hosemen, pipemen, truckmen, stokers* shall be divided into three classes, and receive the following salaries according to their class, as follows:—First class, after two years' continuous service in the Vancouver fire department, each \$60 per month. Second class after one years' service in the said department, each the sum of \$55 per month. Third class, first years' service the sum of \$50 per month.

Chief engineer per month..	\$85 00
Second engineer per month ..	70 00
Assistant engineer per month ..	67 50
Each man in charge of a chemical engine per month ..	67 50
Electrician ..	70 00

*Builders' labourers* are at present well employed.

*Iron moulders* report work conditions good.

*Electrical workers* report a surplus of men. There are also plenty of linemen.

*Blacksmiths* are all busy.

Work in the shingle business is brisk, but there is not much demand for white labour. There are demands, however, for Japanese and Chinese help, which is at present difficult to obtain.

The month of July has been a poor one for the *printing trade*. There is a surplus of *printers and pressmen*.

*Tailors* are busy.

The *cigar making* is quiet.

The demand for clerks and stenographers is dull. A large number of young men have arrived from outside parts this season, and are glad to get work at any price. The effect is a downward tendency of salaries. A good salesman can get about \$50 per month.

Among *laundry workers* there is a demand for women and girls. Advertisements appear in the local papers for this class of labour.

### District Notes.

Up to July 7, the authorities at Dawson City had been sending men out to do road work, some 200 being needed. There were for these positions over 1,800 applications. Idle men in the north are now reported to be the largest part of the population. Wages have dropped to \$3 a day for labourers. The government pays \$5 a day and board, or 80 cents an hour without board.

### VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent*, reports as follows:—

Labour conditions during the month have been on the whole very satisfactory, representing an improvement on the previous month, and being much better than is usual at this season of the year. *Unskilled labour* has been especially well employed. There was no unusual activity amongst other craftsmen, but nearly all were fully employed. *Building operations* throughout the district are brisk, the construction of *smelters* at Crofton and Ladysmith having drawn all the surplus labour from the city. A large amount of *civic work* is under way, such as street paving, sewer and sidewalk construction, and the James Bay reclamation work. All *civic work* is being done by day labour, and for ordinary unskilled work, \$2 per day of 9 hours is paid. The

city engineer was unable to procure all the men required at this rate. Wholesale and retail *trade* generally is fair for the season. Some of the retailers close their stores on Saturday afternoons, allowing their employees the half-holiday.

On July 14, Messrs. Bullen, proprietors of the Esquimalt Marine Railway, locked out twenty shipwrights and caulkers.\*

Captains of *sealing schooners* have this year experienced great difficulty in obtaining *hunters*. The Indians on the West Coast of Vancouver Island have furnished crews for a number of years past, but they have become dissatisfied with the wages paid, and a large number of them refuse to sign this year. As a result eight of the twenty-six schooners which were fitted out for the season were unable to get their usual crews, and had to return to port and tie up, while others of the fleet have gone to sea short of usual complement of men.

Work in the *building trades* is active, and all *mechanics* in the different branches are fully employed.

Conditions in the *metal and ship building trades* are satisfactory.

With *iron workers trade* is fair, nearly all *mechanics* having constant employment. In the early part of the month trade was somewhat slack.

In the *wood working branches* trade is good.

*Electrical workers and linemen* are fully employed.

*Carriage and wagon makers* report trade fair.

In the *printing trades* work is fair.

Work is slack with the *journeymen tailors*.

*Garment workers* are in demand. One firm is advertising for help and the manager

says that he is not able to get all the hands he requires.

*Bakers and confectioners* report trade good.

For *cigarmakers* trade is fair.

*Teamsters and expressmen* are getting all the work they can attend to.

*Unskilled labour* is in demand.

### District Notes.

*Chemainus*.—The lumber trade is brisk and additions are being made to the plant of the company here. A large dry kiln is being constructed, and a shingle mill is soon to be added.

*Crofton*.—A large amount of building is being done here and mechanics in the trade are in demand. Forty-five tons of new machinery for the new smelter, which is nearing completion, were received from Victoria on the 19th inst.

*Yukon*.—The following communication has been received by the Victoria Trades and Labour Council from Dawson:

To the Labour Unions of Victoria and Seattle.

Dawson is overcrowded with labouring men. Hundreds are going idle on the streets. Advise all unions to make it widely known throughout the Dominion of Canada and the United States. Under the most favourable conditions, with all the public works and railroad building going on, the market would even then be overstocked.

Yours faithfully,

Dawson Trades and Labour Council.

The same congested state of the labour market is reported at White Horse and other populated portions of the territory. Since early spring the trail to the interior has been lined with men, who in many instances did not have money to pay their fare to Dawson. A very large proportion of these men come from the United States. To men who have money to tide them over for a year or two the Yukon territory offers many inducements, but those whose sole dependence after arrival is upon the labour of their hands, are advised to stay away, for the chances of employment are extremely limited.

\*For the full particulars as furnished to the Department by the correspondent of the *Labour Gazette* at Victoria, see the special article on Trade Disputes of the month on another page of the present issue.

## NANAIMO, B.C., AND DISTRICT.

*Mr. A. E. H. Spencer, Correspondent*, reports as follows:—

The condition of the labour market in this district has shown very few changes since last month and is dull for the time of the year. There are no new plants starting up and while some industries are doing fairly well others are quiet with plenty of men on hand to fill any extra demand that may occur. In *commercial circles* also trade is very dull with no immediate prospects for betterment.

In *agricultural circles* the haying season is backward on account of wet weather.

In the *fishing industry* matters are quiet.

*Lumbering operations* are active, there being a good demand for logs and shingles.

The logging camps are working full time as well as the mills, but there are plenty of men to meet all demands.

The *coal trade* is very quiet and uncertain with a number of idle men around, and though those who are working are making fair time, there is a feeling of uncertainty

abroad which is making general business dull.

In the *building trades* times are very dull for the time of year, there being very few new buildings started or in prospect.

In the *metal trades*, outside of the regular work of the mining companies, there is very little doing.

The *woodworking trades* report the same unfavourable conditions.

The *printing trade* is reported quiet.

*Teamsters* report business as fair.

*Unskilled labour* has found fair employment during the month on civic work and on the water works improvements.

## District Notes.

In the district conditions are about the same as in the city. The new smelter at *Crofton* is being pushed and another one is being started at *Ladysmith*. On the *west coast* conditions are steady at the quartz mines, and although there is no rush, business is improving steadily.

## COST OF LIVING IN CANADA.

DURING the month of July the department made a special investigation into the cost of living in Canada. The special correspondents of the *Gazette* representing all the cities in the Dominion prepared reports in accordance with uniform instructions on the prices of commodities current in their localities during the week beginning July 14. Average rates paid for board and lodging by workmen, and average rent of houses for workmen were also reported upon.

The investigation was similar to one made during the years 1900 and 1901, the results of which appeared in tabulated form in the November issues of the *Labour Gazette* of those years. The tables published herewith contain the results of the present investigation, classified and compiled in such a

way as to present the data, not only in positive but in comparative form as well. The present tables, moreover, afford an interesting basis for purposes of further comparison, when considered in relation to the tables of 1900 and 1901.

Reports from two additional cities, namely, Charlottetown, P.E.I. and Three Rivers, Que., are added to the present schedules, but no addition has been made to the number of articles for which prices are quoted.

As in the earlier articles, details as to local conditions are added in explanatory foot-notes. The prices quoted are those charged by retailers in the cities named for ordinary quantities of the articles in question, no attempt being made to take into account the comparatively seldom oc-

## I. SCHEDULE OF RETAIL PRICES OF

LOCALITY.	Bread per lb.	Bread, how usually sold and price.	Flour per 25-lb. bag.	Milk per quart.	Butter per lb.	Cheese per lb.	Eggs per doz.	Potatoes per bag of 1½ bush.	Turnips per bush.	Beans per lb.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
<i>Nova Scotia—</i>										
Halifax.....	1½	lb. loaves at 5c	65	6	22	15	18	1 25	.....	4
<i>Prince Edward Island</i>										
Charlottetown.....	3½	2 lb. loaf at 7c..	60	5	18-20	14	13	75	20	3
<i>New Brunswick—</i>										
St. John.....	3	2 lb. loaf at 6c..	75	5	18-25	15	18	2 10	1 50	4
<i>Quebec—</i>										
Quebec.....	5	& 6 lb. loaves-14 & 16 cts.	60	6	17-18c	15	18	1 50	60	6
Sherbrooke.....	3	3 lb. loaf at 9c. d	65-75	5 to 6	16-25	12½-18	18-20	1 50	30-40	4
Three Rivers.....	2½	3 lb. loaf.....	60	5	20-21	15	18	1 00	30	3
St. Hyacinthe.....	6	lb. loaves-14 & 12 cts.	60	4	20-24	15	15	1 20	....	...
Montreal... ..	6	lb. loaves 12 to 15 cts.	60	6	18-24f	14	17	1 40	1 50	4
Hull.....	4	lb. loaf 10c....	50-55	5	18-20 24	12½-15	18-20	1 35-1 40	....	2
<i>Ontario—</i>										
Ottawa.....	2½	4 lb. loaf at 10c.	60-75	5-6	18-20h	13	16	70-75	20-30	2½
Kingston.....	2½	2 & 4 lb. loaves 5 & 10c.	60	4-5	16-25	12½	16-20	1 00	35-40	3
Belleville . . . . .	2½	10c. per loaf of 4 lbs.	.....	5	20-22	13-15	15	75	40	1½
Toronto.....	2	& 4 lb. loaves at 5 & 10c.	50	6	18-24	12½-16	18-20	1 50	40	3½
Hamilton....	2½	2 & 4 lb. loaves at 5 & 10c.	.....	5	20	15	20	1 50 i	25	5
Guelph.....	2	lb. loaf 6c. 4 lb. loaf 11c.	50-55	5	17-20	14	17	1 00	..	4
Brantford.....	2½	2 lb. loaf, 21 tickets for \$1.	55	5	18	14	17	90	k	4
Stratford.....	3½	1½ lb. loaf at 5c.	50	5	15-22	13	14	70-35l	15	5
London.....	1½	& 2 lb. loaves at 5c.	.....	5	17-19	14	16	1 00-1 15	....	4
St. Thomas.....	2	lb. loaf at 5c..	55	5	19	14	15	1 80	....	3
Chatham.....	2½	2 lb. loaf at 5c..	56	5	15	14	14	1 25	....	4
Windsor.....	2½	2 lb. loaf at 5c..	50-55	5	18-20	15	16	1 80	35	7
<i>Manitoba—</i>										
Winnipeg.....	2	lb. loaf at 5c..	60	6½	20	15	20	60 x	...	5
Brandon.....	2½	2 lb. loaf 5 c....	.....	5	18	17½	15	60	....	...
<i>British Columbia—</i>										
New Westminster..	4	1½ lb. loaves, 4 for 25c.	p 1 35	8	25	17	25-30	1 25	.....	4
Vancouver.....	1½	lb. loaves at 5c	q 1 35	14 qts. for \$1	30	17½	25-35	1 10 for 100 ¾ a lb.	100 ¾ a lb.	5
Victoria.....	4	1½ lb. loaves at 5c	55-65	10	20-25	20	25-30	50 s	....	5
Nanaimo.....	4	loaves for 25c..	1 25-1 50	10	25-30	18	25-30	1 50	.....	4-5

a Soft coal, per chaldron, \$7 to \$7.10; per half chaldron, \$3.50 to \$3.55.

b Sawed, \$8; sawed and split, \$9.

c Fresh butter, 20 to 22 cts.

d A 1 lb. milk loaf sells at 5 cts.

e American oil, 25 cts.

f Creamery, 24 cts.

g Mill refuse \$2 per cord.

h Creamery 25 cts.

i Old potatoes \$1.25.

j American oil, 20 cts.

k 5c. per bunch of 3, not obtainable by the bushel.

l New, 35 cts. per peck.

## SUPPLIES FOR DOMESTIC CONSUMPTION.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series D.—No. 3.

Beef per lb.	Pork (fresh) per lb.	Pork (salt) per lb.	Bacon per lb.	Mutton per lb.	Lamb per lb.	Sugar (granulated) per lb.	Sugar (granulated) No. of lbs. for \$1.	Brown or coffee sugar per lb.	Brown or coffee sugar, No. of lbs. for \$1.	Tea per lb.	Coffee per lb.	Coal oil per gall.	Coal (stove) per $\frac{1}{2}$ ton.	Coal (stove) per ton.	Hardwood fuel per cord.
Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Lbs.	Cts.	Lbs.	Cts.	Cts.	Cts.	\$ cts.	\$ cts.	\$ cts.
12-14	.....	12	16	10	12	5	22	4	26	25-40	30	25	3 50	6 10- 6 60 <sup>r</sup>	(w)
10	12	10	16	10-12	10	5	21	4	26	25	36	22	1 50- 1 90	2 85- 3 80	4 00
8-20	14	12-14	18	8-15	10-12	5	22-25	4 $\frac{1}{2}$	25	25-40	35-40	22	3 50 <sup>a</sup>	7 00	7 00 <sup>b</sup>
12-15	12	10-12	16-17	10	12	5	22	4	28	25-1 00	30-60	20	3 75	7 50	4 50- 5-50
5-15	12 $\frac{1}{2}$	13	15	10	12 $\frac{1}{2}$	4 $\frac{1}{2}$ -5	20-22	4 $\frac{1}{2}$	24	25-60	30-40	20-25	3 25	6 50	4 25
8-12	12	12	14	10	12	5	22	4	28	12-70	25-40	20	3 00	6 00	3 50- 5 15
7 & 10	10-11	12-13	15	10	18	5	22	4-4 $\frac{1}{2}$	25	40-60	30-50	20 <sup>c</sup>	3 15	6 25	6-7 00
15	15	15	18	12	12	4	26	3 $\frac{1}{2}$	30	25-50	30-40	18	3 50	7 00	7 00
10	12	12	14	10	12	4	26	3 $\frac{1}{2}$	29	15-25	30-40	20	3 90	7 50	5 00 <sup>g</sup>
10-15	10-12 $\frac{1}{2}$	10	15	10	12 $\frac{1}{2}$	5	24	4	28	20-60	30-40	30-35	3 90	7 50	5 25
12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	12	12	12 $\frac{1}{2}$	15	4 $\frac{1}{2}$	22-25	4	26	35	30	18-22	3 75	7 00	6 00
6-12 $\frac{1}{2}$	12 $\frac{1}{2}$	10	12 $\frac{1}{2}$	10	12 $\frac{1}{2}$	5	20	4	25	25-50	30-40	16-20	3 25	6 50	5 00
8-20	15	12 $\frac{1}{2}$	17	10	15	4	25	4	28	20-75 <sup>u</sup>	20-40	20	3 25	6 50	6 50- 7 00
8-18	15	15	18	12	15-18	5	22	5	22	25-60	28-40	17 <sup>j</sup>	3 40	6 50	5-6 75
12 $\frac{1}{2}$ -18	12 $\frac{1}{2}$ -18	15	16	12 $\frac{1}{2}$	15	5	21	5	23	25-50	25-40	18-22	...	...	6-6 50
5-10-15	13	12 $\frac{1}{2}$	16	11	14	5	21	5	23	25-60	40	18-23	3 25	6 50	6 50- 7 00
8-15	12-15	12	15-18	5-12 $\frac{1}{2}$	10-15	5	22-25	4	28-30	25-50	30-50	18-20	3 50	7 00	6 25- 6 75
8-10-15	12 $\frac{1}{2}$ -14	12 $\frac{1}{2}$	14 to 16	12 $\frac{1}{2}$	15-18	5	22	5	24	25-50	40	15	3 50	7 00	6-7 00
6 to 16	9-15	10-14	17-18	8-12	10-15	4 $\frac{1}{2}$	24	4	26	25-75	25-60	16 <sup>m</sup>	3 50	7 00	2 50- 5 50
10-12 $\frac{1}{2}$	12 $\frac{1}{2}$	13	15-18	10	12 $\frac{1}{2}$	5	20	4	25	25	30	15	3 50	6 75	5 00
10-15	10-15	12 $\frac{1}{2}$	20	11-12	15	4	25	5	20	25-50	25-50	20	3 50	6 50	3 50- 7 00
16	15	15	18	20	25	5	20	4 $\frac{1}{2}$	22	40	40	30	5 50	10 50	6 00
12 $\frac{1}{2}$	12 $\frac{1}{2}$	10	18-20	15	25	6	18	5	20	35-60	35-50	35-40	5 75	11 50 <sup>n</sup>	4 50 <sup>o</sup>
8-18	10-15	16	20	10-18	10-18	5 $\frac{1}{2}$	18	5	22	35-50	25-40	40	3 50	6 50	4 00
10-18	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$ -15	20-25	8-18	20	5	20	4 $\frac{1}{2}$	22	25-50	25-50	35	3 50- 5 00	6 50- 9 50	3 50- <sup>r</sup> 4 00
8-15	10-15	15	20	8-15	12 $\frac{1}{2}$ -20	5 $\frac{1}{2}$	19	5	20	20-60	18-40	40	3 50	6 00	4 00 <sup>t</sup>
8-18	12 $\frac{1}{2}$ -18	18	22	10-18	.....	5 $\frac{1}{2}$	17	5	20	25-50	35-50	40	2 00	4 00	2 75-3

*m* American, 20 cts.*n* Souris, soft, \$4.25 ; Galt, soft, \$6.30.*o* Soft wood.*p* 50 lb. bag.*q* 49 lb. bag.*r* Soft wood.*s* New potatoes, \$1.80.*t* Fir and spruce.*u* A good article can be had for 30 cts.*v* Per chaldron.*w* No hard wood used ; kindling wood 50 cts. per 100 bundles.*x* New potatoes, \$1.50.

curing instances where workingmen, by purchasing in larger quantities and direct from the produce vendor on the market, secure more favourable terms.

In the matter of the rental of houses, the location of the dwelling in question, of course enters very largely, and the returns herewith presented must be taken as indicating only in a general way, the or-

dinary rentals paid by workingmen in the various cities referred to. The same statement applies also to the rates of board and lodging quoted in the accompanying schedules.

### Comparison with previous Years.

In comparing the figures furnished in the foregoing table with those of the table

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES D.—No. 4.

## II.—SCHEDULE OF MONTHLY RENTS OF HOUSES FOR WORKINGMEN.

Locality.	FLATS IN TENEMENTS OF		House of Four Rooms.	House of Six Rooms.	House of Eight Rooms.
	Four Rooms.	Six Rooms.			
	\$	\$	\$	\$	\$
<i>Nova Scotia</i> —					
Halifax.....	5 to 6	8 to 10	7 to 8	10 to 12	15
<i>Prince Edward Island</i> —					
Charlottetown.....	3	3.50	4	4.50 to 5	6 to 7
<i>New Brunswick</i> —					
St. John (a).....	3 to 6	5 to 8	4 to 7	8 to 10	10 to 15
<i>Quebec</i> —					
Quebec (b).....	6 to 8	10 to 13	7 to 8	10 to 12	15 to 20
Sherbrooke.....	3 to 4	6 to 10	4 to 7	7 to 10	10 to 15
Three Rivers.....	5 to 9	7.50 to 10	5	8.34	10
St. Hyacinthe.....			3 to 4	5 to 7	6 to 10
Montreal..	8	10	7 to 10	12	15
Hull.....	5 to 7	8 to 12			Average 15
<i>Ontario</i> —					
Ottawa.....	15	20	6 to 10	10 to 18	16 to 22
Kingston.....	2		4 to 6	6 to 8	8 to 16
Belleville.....		3	2.50	3	5
X Toronto.....			5 to 6	10 to 12	12 to 18
Hamilton.....			6	10	12
Guelph.....			4 to 5	6 to 8	8 to 11
Brantford (c).....			5.50 & 6.00	7 & 7.50	8.50 to 9.50
Stratford.....			4 to 5	6 & 7	8 to 10
London.....			4 to 5	6 & 10	10 & 18
St. Thomas.....	6 to 7	8 to 10	6 to 7	8 to 10	10 to 15
Chatham.....	6	7 to 10	5 to 5.50	7	8
Windsor.....	5	6 to 8	6	8 to 10	12 to 20
<i>Manitoba</i> —					
Winnipeg.....	25	35	15	20	28
Brandon (d).....			6	10	15
<i>British Columbia</i> —					
New Westminster..	6 to 8	8 to 10	6	8 to 10	12 to 14
Vancouver.....	8	15 to 25	8 to 10	12 to 15	18 to 25
Victoria (e).....			8 to 12	10 to 18	15 to 30
Nanaimo (f).....				6	10

(a.) Very fine houses in St. John are occupied by workingmen; they generally prefer flats.

(b.) Proprietors responsible for all municipal taxes except personal tax.

(c.) Rents are considered at present very high.

(d.) Rents at present are considered high and dwellings scarce. A 4-roomed suite of apartments in a central locality including heat may be obtained for \$16 per month.

(e.) Rents have recently advanced.

(f.) Small houses rent for \$6 up to \$10, according to size and location.

of November, 1901, in order to arrive at some idea as to the movement of prices during the interim, due regard must be paid to the fact of the difference in the time of year at which the schedules have been prepared. The third week in July, during which the accompanying figures were collected, is one of comparative scarcity in certain commodities of ordinary consumption. Turnips, for examples, are, at the present time, practically out of the market, and in many instances are not quoted by correspondents. Account must also be taken of the influence of special tendencies, such as the effect of the strike of coal workers in Pennsylvania on the present prices of coal in many localities of the Dominion. On the whole, however, the tendency in operation since the publication of the last schedule of the kind in the *Labour Gazette*, is markedly in the direction of an increase in the general cost of living. The price of meats is, perhaps, the most notable example of this movement. House rents have also perceptibly heightened, and board and lodging is on the whole higher than last autumn.

### Other Comparisons.

Dunn's review of prices in the United States for July, presents an interesting parallel for that country to this general upward tendency in Canada. The figures illustrative of the cost of living to one person for one year taken for July 1, are given in the current issue and estimate such cost in the United States as \$101.91, which is \$10.40 more than the cost a year ago. The quotation in the Review of July 1, is the highest given of figures for yearly supplies as far back as January, 1888, with one exception, that for May 1, 1902, when the cost was estimated at \$102.29. Since the beginning of the year the estimate has been noticeably higher than a year ago. Bread-stuffs, including wheat, corn, oats, rye, barley, beans and peas, and meats have contributed to this increase. During June, breadstuffs rose 6.7 per cent, con-

sequent upon the large increase in the demand for grains and flour. The rise in meats, as compared with June 1, was over 3 per cent. Dairy and garden products fell off during June, so that the quotation for July 1, was about 8 per cent less than for June, while the fall during May was 7.3 per cent. As compared with July 1901, the increase in the cost of living has been about 11 per cent.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series D.—No. 5.

### III.—SCHEDULE SHOWING RATES PAID FOR BOARD AND LODGING BY WORKINGMEN.

Locality.	Rates Paid.
<i>Nova Scotia</i> —	
Halifax.....	\$3 to \$4 per week.
<i>Prince Edward Island</i> —	
Charlottetown. ....	\$10 to \$11 per month.
<i>New Brunswick</i> —	
St. John .....	\$12 to \$16 per month.
<i>Quebec</i> —	
Quebec.....	\$12 to \$20 per month, according to locality.
Sherbrooke.. ....	\$12 to \$20 per month.
Three Rivers .....	\$12 to \$20 per month.
St. Hyacinthe .....	\$3 per week in hotels and \$2 and \$2.50 in private boarding houses.
Montreal (a).....	\$14 per month.
Hull .....	\$3 to \$3.25 for single men ; women, \$2 to \$2.50 per week.
<i>Ontario</i> —	
Ottawa.....	Average \$3.50 a week.
Kingston.....	\$12 per month and upwards.
Belleville.....	\$12 to \$14 per month.
Toronto.....	\$3.50 to \$4 per week. ✕
Hamilton.....	From \$3.50 to \$4 per week ; women, \$3.
Guelph.....	\$3 to \$3.50 per week.
Brantford .....	\$12 to \$13 per month.
Stratford.....	\$10 to \$18 per month ; average \$13.
London.....	\$3 & \$3.50 boarding houses, \$4 and \$4.50 hotels.
St. Thomas.....	\$13 to \$15 per month.
Chatham.....	\$12 per month.
Windsor.....	\$15 to \$20 per month.
<i>Manitoba</i> —	
Winnipeg.....	\$4.25 to \$5.50 per week.
Brandon.....	\$14 to \$16 per month.
<i>British Columbia</i> —	
New Westminster ..	\$16 to \$25 per month.
Vancouver .....	\$20 to \$25 per month.
Victoria .....	\$20 to \$25 per month.
Nanaimo .....	\$20 to \$25 per month.

(a.) In West End \$18.

## IRON MOULDERS INTERNATIONAL CONVENTION.

The following report of the recent convention of the Iron Moulders' Union of North America, held at Toronto, has been prepared by Mr. Phillips Thompson, correspondent of the *Gazette* for that city and district:—

An event of considerable importance in trade union circles in Canada was the holding of the twenty-second International Convention of the Iron Moulders' Union of North America, at Toronto, commencing on July 7. The union is one of the largest labour organizations in the world, with a total membership in the neighbourhood of 55,000 men, and with a history extending back over a period of more than forty years. About 540 delegates, representing every state and territory in the United States and several provinces in the Dominion were present at the Toronto meeting, which was, on the whole, one of the most important and successful ever held by the organization. The body has met previously in Canada on two occasions: at London in 1886 and at Toronto many years ago, when the Association was as yet in its infancy. The last international gathering was held at Indianapolis in June, 1899, at which 279 delegates were present. The great increase in the number of delegates, as illustrated by the numbers in attendance at the Indianapolis meeting of 1899, and the Toronto meeting just closed, may be taken as representative of the phenomenal prosperity of the union during the last two years, during which something over 22,000 new names have been added to the roll of membership.

### Opening Day's Proceedings.

The opening day's proceedings took the form of a street demonstration and an official reception at the City Hall, the assembly room of which was handsomely decorated. The chairman of the reception committee of Local Union, No. 28, presided at this inaugural meeting on the morning of the 7th, and extended to the delegates a hearty welcome. Addresses of welcome were also made by the mayor of Toronto, by a number of the city aldermen, and by others prominent in local labour circles.

President Martin Fox replied on behalf of the convention, and the convention went at once into secret executive session.

### Reports Presented.

The second day of the convention was devoted to the reading of the President's report, which occupied nearly three hours, and reviewed the progress of the union during the past two years. The question of the referendum was also discussed, and the progress and efficiency of the union referred to at length.

The financial report showed that during the three years ending June 20, 1902, there had been a gain, from initiations, reinstatements and old honorary cards of 39,302, with a total loss in the same period from suspensions, expulsions and deaths of 17,195, leaving a net gain in membership of 22,107 for the term. Sick benefits paid out from June 20, dating back to January, 1896, amounted to \$458,785. From various levies up to June 20, 1902, the sum of \$57,911.30 was realized, from which disbursements to strike fund, sick benefit relief fund, index cards, official expenses, &c., were \$33,374.60. The report of the editor of 'The Journal,' the official organ of the union, showed that subscriptions to the amount of \$17,615.70 had been received during the period, to which was added \$4,469.52 by receipts from advertising. The excess of expenses over receipts, however, was \$11,540.19.

### Important Questions Discussed.

Without attempting to give a detailed report of the daily proceedings of the convention, the following may be selected as among the most important matters which engaged the attention of the delegates:—

*July 9.*—A resolution was adopted, expressing sympathy with the striking anthracite coal miners of Pennsylvania, and authorizing the contribution of \$1,000 to assist the strikers.

*July 10.*—A resolution of sympathy with the relatives of the Toronto firemen who

lost their lives in the performance of their duty, was passed; and the question of the ratio of apprentices was taken up in connection with the proposal of the Stove Founders National Defence Association, to increase the present ratio of one apprentice to every eight journeymen.

*July 11.*—A resolution was adopted, permitting the discussion of non-partisan political speeches at local union meetings.

*July 12.*—A resolution favouring the adoption of the referendum system for the election of international officers, was voted down. In the afternoon, a pic-nic, under the auspices of the local union, at which a large number of moulders from Buffalo, Cleveland and other American cities, as well as from several points in the province of Ontario, were present, was held on the Island.

*July 14.*—The proposition to erect a home for aged and disabled moulders at Colorado Springs was voted down, and a committee appointed to consider the question of the sums paid as sick benefits. Several conferences were held in committee on the subject of the ratio of apprentices.

### Attitude with regard to Machinery.

One of the most important reports read at the convention was that of the committee of the moulding machinists which was presented on July 15. It recited that at present most of the machine operators are outside the pale of the union, and are a constant menace to it. They therefore advised that the union broaden its views of eligibility to membership so as to embrace all subdivisions of the trade. They also decided against classifying the various branches of mechanics among its members, and made the following recommendation:—

Any moulder who has served an apprenticeship of four years at the trade in any of its branches, or subdivisions, or who has worked at the trade for four years in any of these branches, or subdivisions, and is competent to command the general average of wages paid in the branch or subdivision with which he is identified, may become a member.

And, further, that it be an instruction to the incoming officers to proceed to organize, wherever possible, all competent machine opera-

tors, radiator moulders, and all other classified specialist moulders, granting them a separate charter, or affiliating them with locals already in existence, as circumstances may dictate.

On the 16th the report of the committee was adopted by the very decisive vote of 520 to 5.

On the same day a hearing was given to a committee of the stove founders on the apprentice question, who urged that the scale should be fixed at one for every five men employed.

### Daily Proceedings of the Convention.

*July 17.*—The Committee on a Shorter Work Day presented a report favouring a general demand for a 9-hour day after May 1, 1903. An amendment was adopted, advising local unions to accept the 9 hour day wherever possible without reduction of wages, and that in making future agreements for wages, the 9-hour clause be inserted. The convention decided against any immediate coalition with the Federated Metal Trades organization. It was resolved to bring the brass moulders into the union as far as possible. A proposition to divide the organization into districts was defeated.

*July 18.*—A motion to establish co-operative foundries was defeated. The Convention pronounced in favour of establishing libraries in each local union. Weekly sick benefits were increased from \$5 to \$5.25. A proposal to take a referendum of the membership as to the adoption of the referendum system for election of officers was defeated.

*July 19.*—The proposal in favour of the formation of an International Labour Federation, embracing the entire labour interests of North America was voted down. A motion to form an insurance department for the benefit of members was tentatively negatived with a recommendation that the incoming officers inquire exhaustively into the subject. The Union Label was endorsed.

*July 21.*—The majority report of the Committee on the apprentice question

favoured fixing the ratio at one apprentice to six members. A minority report favoured a ratio of one to seven. Nearly all the day was devoted to discussing the question. The majority report was rejected, and a resolution adopted in favour of continuing the present ratio of one to eight was carried by a large majority.

*July 22.*—The Committee on Wage Rates and Agreements reported against a proposition to abrogate the New York agreement, which provides that all disputes shall be submitted to arbitration. The report was adopted. Constitutional questions were considered at length. The committee appointed to consider the question reported in favour of affiliation with the coremakers.

*July 23.*—It was resolved to increase the strike fund by a contribution of \$1 a year from each member. Changes in the constitution were made, fixing the period for conventions definitely at every three years, and reducing the number of delegates to one for every 200 members. A resolution to allow local unions to declare strikes without consulting the International Executive was defeated.

*July 24.*—The day was largely occupied with work on the constitution and the dis-

cussion of the place for holding the next convention.

*July 25.*—Philadelphia was selected as the place of meeting in 1905. Officers were elected as follows:—President, Martin Fox, Covington, Ky.; First Vice-President, Jos. F. Valentine, San Francisco, Cal.; Second Vice-President, M. J. Keough, Troy, N.Y.; Third Vice-President, J. P. Frey, Worcester, Mass.; Fourth Vice-President, John Campbell, Quincy, Ill.; Secretary, E. J. Denney, Cincinnati, O.; Assistant Secretary, John G. Weaver, Covington, Ky.; Financier, R. H. Metcalf, Cincinnati, Ohio; Treasurer, Alex. Faulkner, Cleveland, Ohio, editor *Iron Moulders' Journal*, David Black, Cincinnati, Ohio. All of the foregoing officers were re-elected.

*July 26.*—The Convention held its final session and completed the election of officers by choosing the following as members of the Executive Board:—John Bradley, Poughkeepsie, N.Y.; N. P. Murphy, Richmond, Va.; Jas. H. O'Neill, Providence, R.I.; Geo. Digel, Memphis, Tenn.; A. R. Mitchell, Montreal, P.Q.; John Loder, Pittsburg, Pa.; and L. O'Keefe, Detroit, Mich.

## INDUSTRIAL CONDITIONS IN BRITISH COLUMBIA.

IN the April and July issues of the *Labour Gazette* a synopsis was given of the two divisions of the report of the Royal Commission appointed by the government of Canada in September, 1900, to inquire into the subject of Oriental immigration into the Dominion. Though the findings of the Commission were, for the sake of convenience, presented under a dual heading, the inquiry was single, the two reports forming one whole, and representing the conclusions derived from the one series of investigations. The reports, also, have since been published in a single volume.\*

\* Report of the Royal Commission on Chinese and Japanese Immigration, Session 1902; King's Printer, Ottawa; 430 pages; price 25 cents.

As may be seen from a reference to the *Gazette* of April, these investigations on the part of the Commission were conducted alike on a most comprehensive and minute scale. Sittings were held in the twelve principal towns or cities of British Columbia, and the evidence of some 336 witnesses was taken, as to the effect of the presence of Oriental labour upon the various industries of the province. The same article will also show the variety and number of vital points in the industrial and economic situation in British Columbia touched upon by the inquiry as a consequence largely of the fact that the effect of the immigration under investigation was, from the nature of the case, of a very

penetrating and far-reaching character. The result is that, although the inquiry into the general state of trade and industry throughout the province was not the primary object of the Commission, incidentally and tentatively a good deal of light is thrown upon these subjects in its report, so much so that the volume in question is scarcely less valuable from this point of view than as bearing directly upon the subject proper of the investigation. As was to be expected, such information is scattered and in many instances incomplete. It is, however, even in cases where the incompleteness is most apparent, suggestive, and on the whole it has been thought sufficiently comprehensive and interesting to be worthy of treatment in a special article. The following summary has been prepared with this end in view. Though the method involves a certain amount of repetition, the advantage of presenting this important body of information under separate heading will be obvious.

### Industrial Population.

The report of the Commission presents statistics as to the proportion of Oriental labour at present within the province, according to the latest obtainable returns, with other information added calculated to show the general tendencies of the movement of this class of population within the past few years. In 1881 there were 4,350 Chinese in British Columbia; in 1891, there were 8,910; while the census of 1901, gives the estimated Chinese population at 16,000, out of a total population of 157,815. Of this Chinese population, Victoria has 2,715, Vancouver, 2,011; Nanaimo, 604; Union, 505; New Westminster, 738; Rossland, 241 and Nelson, 391. With regard to Japanese immigration, it is stated that between July 1, 1896 and June 30, 1897, 691 Japanese landed at Victoria. For the next three years the figures were respectively 1,189, 1,875 and 9,033. Between July 1900 and June 1901, 1,129 Japanese landed at Victoria, making the total number arriving in the province between

1896 and 1901, 13,913. In 1901-2 only 56 additional Japanese arrived.

### Land Clearing and Agriculture.

The cost of clearing land in British Columbia varies from \$50 to \$150 an acre, averaging \$70 to \$80 an acre, and can be profitably carried on only with great difficulty. Timbered land is held at from \$1.50 to \$50 an acre, or an average of \$20 an acre. The area of land reclaimed by the dyking works along the Fraser River by the government of British Columbia amounts to 143,913 acres, the cost of the works being about \$750,000.

The business of market gardening is wholly in the hands of the Chinese. There are 180 Chinese market gardeners in Victoria, 134 in Vancouver and 70 in New Westminster. A wage of from \$12 to \$25 per month with board and lodging is paid to skilled hands, while unskilled labour earns from \$4 to \$12. A rent of from \$5 to \$12.50 an acre, with an average of \$8 is paid for land. Three million dollars worth of agricultural products, including a large quantity of garden truck is annually imported into British Columbia.

### Coal Mining.

The total output of the coal mines of British Columbia for the year amounted to 1,590,179 tons, of which 914,182 tons of coal and 51,757 tons of coke were exported. The Crow's Nest Pass Company's colliery output was 206,803, leaving 1,383,376 as the output of the Vancouver Island collieries, or 180,175 tons more than in 1899.

The hard bituminous coal produced by the Vancouver Island mines is in steady demand. These mines may be divided into two groups, those operated by the New Vancouver Coal Mining and Land Company, and the Wellington colliery in Douglas district, known as Extension Mines, operated by the Wellington Colliery Company, the Union colliery operated by the Union Colliery Company and the Alexandria colliery, operated by the Wellington

Colliery Company. The former are commonly referred to as the New Vancouver Coal Mines, and the latter as the Dunsmuir Mines. In the annual report of the Minister of Mines for the year 1900, it is stated that the total number of men employed in and about the Vancouver Island collieries is 3,701, of whom 568 are Chinese and 51 Japanese. The Vancouver Coal Company employs 1,336 men, of whom 1,161 are white. At the Dunsmuir Union Mines 877 men are employed, of whom 412 are white, 363 Chinese and 102 Japanese. At the Wellington Extension Mines 1,060, including 164 Chinese and Japanese, are employed. Miners average from \$3 to \$4.50, and sometimes as high as \$5 per day. Mule drivers (white) get \$2.50 and Chinese \$1.50; helpers in mines are paid from \$1.25 to \$1.50 per day. In the Dunsmuir Extension Mines the miners work by contract at 80 cents per ton of 2,352 pounds, the minimum wage being about \$3 for an average day of 7 hours, pushers and drivers making \$2.50, timbermen \$2.75 and firemen \$3.30 per day. Board is worth \$20 per month. Chinese surface men are paid \$1.50 per day of 10 hours.

The output of the New Vancouver Coal Co. during 1900 was 579,351 tons, of which 428,578 was exported to the United States, 11,888 to other countries and 55,802 was consumed in Canada. The Dunsmuir Mines during the same period, produced 804,021 tons, of which 389,049 tons were exported to the United States, 76,708 to other countries, and 221,064 sold for use in Canada.

### Placer Mining.

The total production of the placer fields of British Columbia up to and including 1901, amounted to \$62,250,000. The largest yield in any one year, amounting to nearly

four million dollars, was in 1863. In 1900 the yield was \$1,278,000, to which the Cariboo district contributed \$684,000 and the Atlin Lake district \$406,000.

The Atlin district is about 1,000 miles distant from Victoria, being reached by steamer to Skagway, thence by railway to Bennett and thence again by steamer. About 3,500 men are employed in mining in this district, no Chinese being engaged in placer mining either in the Atlin country or in the Yukon Territory.

In the Cariboo district during 1900 there were in all 150 companies at work, employing 1,200 men, about half of whom were Chinese. Including claims worked on royalty the number of the latter employed is 1,000. Chinese and Japanese are also largely employed on the Cariboo and other hydraulic mines situated about 150 to 300 miles north of the Canadian Pacific Railway. The mining season lasts 90 days.

### Lode Mining.

In 1887 the output of this industry was \$26,547. Its growth since that date is indicated by the following figures :—

1892.. . . . .	\$100,000
1893.. . . . .	over 300,000
1894.. . . . .	" 800,000
1895.. . . . .	" 2,000,000
1896.. . . . .	" 4,000,000
1897.. . . . .	" 7,000,000
1898.. . . . .	6,500,000
1899.. . . . .	6,750,000
1900 .. . . . .	over 10,000,000

There were probably between 7,000 and 8,000 men engaged in the industry. The metaliferous mines yield the largest amount annually of any natural industry of the province, the total yield of all minerals, including coal and coke being for the year 1900, slightly over \$16,000,000.

*(To be continued.)*

## GOVERNMENT CONTRACTS FOR THE MONTH OF JULY.

(Information supplied by the Department of Public Works.).

The following is a list of the contracts awarded by the Department of Public Works, and which received the signatures of both parties to them, during the month of July, together with the minimum rates of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract.

Iron foundry, Quebec, Que. Date of contract June 24, 1902. Amount of contract, \$17,547.95. \*

## FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.	
	Not less than the following rate :	
Contractor's foreman, for masonry.....	\$3.50	per day of 10 hours.
“ “ carpentry.....	2.50	“ 10 “
Masons.....	2.50	“ 10 “
Bricklayers.....	2.70	“ 9 “
Stone cutters.....	2.25	“ 9 “
Builders' labourers.....	1.25	“ 10 “
Derrickmen.....	1.50	“ 10 “
Powdermen.....	1.50	“ 10 “
Excavators.....	1.25	“ 10 “
Carpenters.....	1.50	“ 10 “
Joiners.....	2.00	“ 10 “
Stair-builders.....	2.25	“ 10 “
Shinglers.....	2.00	“ 10 “
Lathers.....	1.50	“ 10 “
Plasterers.....	2.00	“ 10 “
Painters and glaziers.....	1.50	“ 10 “
Blacksmiths.....	2.00	“ 10 “
Ordinary labourers.....	1.25	“ 10 “
Plumbers and steamfitters.....	2.00	“ 10 “
Metal roofers.....	2.00	“ 10 “
Tinsmiths.....	1.50	“ 10 “
Electricians (wires).....	1.25	“ 10 “
Driver with one horse and cart.....	2.00	“ 10 “
Driver with two horses and wagon.....	2.75	“ 10 “
Timekeeper.....	2.50	“ 10 “

Gymnasium for Military College, Kingston, Ont. Date of contract, June 24, 1902. Amount of contract, \$35,956.\*

## FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.	
	Not less than the following rate :	
Contractor's foreman for masonry.....	\$3.50	per day of 9 hours.
Contractor's foreman for carpentry.....	2.50	“ 9 “
Masons.....	3.00	“ 9 “
Bricklayers.....	3.00	“ 9 “
Stonecutters.....	3.00	“ 9 “
Builders' labourers.....	1.50	“ 9 “
Quarrymen.....	1.50	“ 9 “
Derrickmen.....	2.00	“ 10 “
Excavators.....	1.50	“ 9 “
Carpenters.....	2.00	“ 9 “
Joiners.....	2.00	“ 9 “
Stair-builders.....	2.00	“ 9 “
Shinglers.....	2.00	“ 9 “
Lathers.....	2.00	“ 9 “
Plasterers.....	3.00	“ 9 “
Painters and glaziers.....	1.75	“ 9 “
Blacksmiths.....	2.00	“ 10 “
Ordinary labourers.....	1.25	“ 9 “
Plumbers and steamfitters.....	2.00	“ 9 “
Metal roofers.....	2.00	“ 9 “
Tinsmiths.....	2.00	“ 9 “
Electricians.....	1.50	“ 10 “
Driver with one horse and cart.....	2.00	“ 9 “
Driver with two horses and wagon.....	2.75	“ 9 “
Driver with one horse.....	2.00	“ 9 “
Driver with two horses.....	2.75	“ 9 “
Timekeeper.....	1.50	“ 10 “

Post Office Building, Fort William, Ont. Date of contract, July 22, 1902.  
Amount of contract, \$20,400.\*

## FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.		Hours per day.
	Not less than the following rate:		
Foreman mason . . . . .	50 cents per hour.		10
Foreman bricklayer . . . . .	50 " "		10
Foreman carpenter . . . . .	35 " "		10
Masons . . . . .	35 " "		10
Bricklayers . . . . .	40 " "		10
Stonecutters . . . . .	45 " "		9
Builders' labourers . . . . .	20 " "		10
Ordinary labourers . . . . .	17½ " "		10
Carpenters . . . . .	25 " "		10
Joiners . . . . .	30 " "		10
Stair-builders . . . . .	30 " "		10
Painters . . . . .	20 " "		10
Paperhangers . . . . .	20 " "		10
Blacksmiths . . . . .	22½ " "		10
Plumbers . . . . .	35 " "		10
Steamfitters . . . . .	35 " "		10
Tinsmiths . . . . .	25 " "		10
Electricians . . . . .	35 " "		10
Electrical wirens . . . . .	30 " "		10
Lathers . . . . .	\$3.60 per 1,000 lath.		
Driver with one horse and cart . . . . .	37½ cents per hour.		10
Driver with two horses and wagon . . . . .	50 " "		10
Driver with one horse . . . . .	37½ " "		10
Driver with two horses . . . . .	50 " "		10
Plasterers . . . . .	35 " "		10
Timekeeper . . . . .	20 " "		10

Post Office Building, Clinton, Ont. Date of contract, July 28, 1902. Amount  
of contract, \$9,500.

## FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.	
	Not less than the following rate:	
Foreman mason . . . . .	\$2.50 per day of 10 hours.	
Foreman bricklayer . . . . .	2.50 " 10 "	
Foreman carpenter . . . . .	2.25 " 10 "	
Masons . . . . .	2.25 " 10 "	
Bricklayers . . . . .	2.25 " 10 "	
Builders' labourers . . . . .	1.35 " 10 "	
Ordinary labourers . . . . .	1.25 " 10 "	
Carpenters . . . . .	1.50 " 10 "	
Joiners . . . . .	1.50 " 10 "	
Stair-builders . . . . .	1.50 " 10 "	
Painters . . . . .	1.75 " 10 "	
Paperhangers . . . . .	1.75 " 10 "	
Blacksmiths . . . . .	1.75 " 10 "	
Tinsmiths . . . . .	9.00 per week.	
Lathers . . . . .	0.02 per yard.	
Plasterers . . . . .	2.00 per day of 10 hours.	
Driver with one horse and cart . . . . .	2.00 " 10 "	
Driver with two horses and wagon . . . . .	3.00 " 10 "	
Driver with one horse . . . . .	2.00 " 10 "	
Driver with two horses . . . . .	3.00 " 10 "	
Timekeeper . . . . .	1.50 " 10 "	

\*These contracts were received at the Department too late for publication in the July number of the *Labour Gazette*.

## TRADE DISPUTES OF THE MONTH OF JULY.

THE month of July has been a quiet one throughout the Dominion so far as trade disputes have been concerned, there having been a marked falling-off in the number of difficulties reported to the department during the month. But 7 new disputes in all appear in the table published herewith, namely, those of the printers at Halifax, N.S., ship labourers at Quebec, Q., boom employees at Quyon, Q., carpet workers at Toronto, and tailors at Guelph, Ont., carpenters at Calgary, Alta., and shipwrights and caulkers at Victoria, B.C. Of these disputes, 4 were settled during the month, viz.: those of the ship labourers at Quebec, tailors at Guelph, carpenters at Calgary and shipwrights at Victoria, leaving 3 strikes unsettled at the close of the month. Of the settled strikes, 2 were in regard to a question of wages and 2 had to do with union principles. Of the unsettled strikes, one was over a question of unionism, one for increase of wages and one against the introduction of a clock system of recording the men's time.

**Some Minor Difficulties.**

The introduction of a non-union man upon a union staff was the cause of a lock-out in the case of the printers at Halifax, which occurred on the 26th of the month and affected 15 men. Several attempts at settlement had been made, but no adjustment had been reported at the end of the month, though the employers claim the matter is at an end owing to their having engaged others to fill the strikers places.

At Quyon, Que., some 30 boom employees struck for an increase in wages of \$2 per month. The company affected refused to pay this and paid the men off. No settlement had been reported at the end of the month, though some of the men were leaving to seek employment in the woods.

Tailors at Guelph objected to working with a fellow-employee against whom a charge of violation of union rules had been made. After being out a little over a

week, the matter was settled through the intervention of the Trades and Labour Council, the result being that the man objected to was discharged, and the strikers returned to work.

The strike of shipwrights at Victoria, B. C., arose through the action of employers in engaging outside men, when the union claimed there were competent members of their local body out of work. In this case, also, the local Trades and Labour Council was instrumental in effecting a settlement, an agreement being reached between the parties to the dispute, whereby the local men were to be given preference.

**Ship Labourers at Quebec.**

Of the disputes reported for the month of July, probably the most important was that of the ship labourers at Quebec, of whose pending and unsettled difficulties mention was made in the July issue of the *Gazette*. These existing differences culminated in a strike on the 4th of the month, owing to the refusal on the part of the steamship company to pay the standing rate of wages for loading several of their boats which had arrived in port.

The first step in the matter was taken when the agent of the Leyland Company attempted to engage non-union labour to discharge the steamer *Iberian*, which had arrived in port. Owing to difficulty in securing labour, the work of discharging the cargo on this boat was carried on by the ship's crews. A number of men who were working at the regular scale on another ship of the Leyland line, upon learning of this, quit work. Several meetings were held between the management of the steamship company and the president and officers of the Ship Labourers' Society, with no result, until finally on the 19th of the month, through the efforts of Mr. Wm. Power, M.P., assisted by the members of the Quebec Harbour Commission, the members of the Ship Labourers' Society agreed to return to work at the regular union rate, the

## TRADE DISPUTES OF THE MONTH OF JULY.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Firms or Establishments affected.	Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
					Di-	Indi-			
					rectly	rectly			
I.—DISPUTES WHICH COMMENCED PRIOR TO BEGINNING OF THE MONTH.									
New Brunswick .....	Moncton .....	Moulders .....	Refusal by management to concede 20% increase to piece hands and minimum wage of \$2.50, or to recognize union, and subsequent discharge of several union men.	1	40	.....	Jan'y. 7	.....	No settlement reported at end of month.
New Brunswick .....	Sackville.....	Foundrymen.....	Objection by men to signing paper pledging themselves to work continuously through the year at present wages.	1	18	.....	Feb. 24	July 3	Compromise effected by which employers agreed to wage scale, but declined to make the shop a union one.
Ontario.....	Toronto .....	Printers .....	Refusal of company to adopt union principles.	1	9	.....	April 16	.....	No settlement reported at end of month.
Ontario.....	Kingston .....	Machinists.....	Objection by men to employment of handy men as machinists.	1	65	....	" 30	.....	No settlement reported at end of month.
Manitoba .....	Winnipeg.....	Bakers.....	For increase from 20 to 25 cents an hour and recognition of union.	11	14	.....	May 1	July 1	1 Nominally in continuance, but all bakers employed and all shops running full handed.
Manitoba .....	Winnipeg.....	Machinists.....	For increase in wages and other conditions	1	55	....	" 16	.....	Employers claim not to be affected by strike, but union states no men have returned to work.
Ontario.....	Hamilton .....	Bakers.....	Lockout by employers on men objecting to Sunday work.	1	5	.....	" 25	.....	No settlement reported at end of month.
Manitoba .....	Winnipeg.....	Confectioners (female).	Objection by firm to employees forming a union.	1	40	....	" 25	July 1	Most of the strikers obtained employment elsewhere, while factory is running with a full staff.
Ontario.....	Toronto .....	Electrical workers	Increase to 30 cents an hour and 8 hour day.	.....	100	.....	June 2	July 19	Terminated by agreement fixing minimum wage for 8 hour day at 25 cents per hour; 3 year agreement.
Ontario.....	Toronto .....	Plumbers .....	Increase from 27½ cents per hour to 37½ cents.	.....	250	.....	" 17	July 8	Compromise effected by which men receive an increase of 2½ cents increase on min. of 27½ and after Jan. 1, another like advance making min. after that date of 32½ cents.
Manitoba .....	Winnipeg.....	Freight handlers and other railway employees on Can. Northern.	Sympathetically with strike of machinists...	1	220	.....	" 30	.....	No settlement reported at end of month.

II.—DISPUTES WHICH COMMENCED DURING THE MONTH.												
B. Columbia	Fernie.....	Miners.....	Objection by men to addition of half an hour to shift.	1	200	.....	"	26	.....	"	No settlement reported at end of month.	
Quebec.....	Quebec.....	Ship labourers.....	Refusal of men to accept reduction in wages from 37½ cents to 20 cents an hour for 10 hours' work instead of 8.	1	190	.....	July	4	.....	July 18	Terminated upon offer of Harbour Commissioners to pay difference in dis-putee.	
Ontario.....	Guelph.....	Tailors.....	Objection of employees to working with a tailor against whom a charge of violation of union's rules had been made.	1	9	.....	"	5	.....	" 14	Employee complained of discharged and others returned to work.	
Alberta.....	Calgary ..	Carpenters.....	For minimum wage of \$2.50 for 9 hour day.	13	90	.....	"	7	.....	" 21	Agreement reached by which men's demands practically all conceded.	
Ontario....	Toronto.....	Carpet factory em- ployees.	Objection by employees to introduction of clock system of recording arrivals and departures from work, and other causes.	1	300	.....	"	16	.....	"	No settlement reported at end of month.	
Nova Scotia.	Halifax ..	Printers.....	Introduction of non-union man upon union staff.	1	15	.....	"	26	.....	"	No settlement reported at end of month.	
B. Columbia	Victoria.....	Shipwrights and caulkers.	Objection by union to employment of out-side men.	1	20	4	"	14	.....	July 22	Employers agreed to employ only members of local union and men returned to work.	
Quebec.....	Queyon.....	Boom employees.	For increase in wages of \$2 a month.....	1	30	.....	"	29	.....	"	No settlement reported at end of month.	

Harbour Commissioners agreeing to contribute toward the shed labour, thus enabling the stevedores to pay the union men the full rate. The shed men or longshoremen, who went out in sympathy with the ship labourers will in future have increased pay, namely, 25 cents for day work, 31½ cents for night work and 40 cents for Sunday work. They formerly received 20 cents per hour.

Carpenters at Calgary.

The strike of carpenters at Calgary affecting some 13 employers and 90 employees, commenced on the 7th of the month and ended on the 21st. The men asked for a 9-hour day and a minimum wage of \$2.50 per day, together with recognition of their union and pay for overtime. Their wages prior to the presentation of this demand had been \$1.50, \$1.75 and \$2.75 per day of 10 hours. They were successful in all their demands, and entered into an agreement with the contractors for one year.

Carpet Workers at Toronto.

On the 16th of the month the weavers employed at a Toronto carpet factory went out on strike, their principal grievance being an objection to a clock system of registering their time on entering and leaving the factory, the men claiming that the delay occasioned by the system entailed considerable loss of time out of the 45 minutes allowed for lunch. Orders were given that any employee refusing to ring up should be suspended, and the weavers accordingly went out on strike. They were followed by the carders and the spinners, about 300 in all being involved, of whom somewhat over half were women and girls. At a meeting of the strikers held subsequently to the strike a number of demands upon the company were formulated, including a reduction of the number of hours worked from 60 to 55 per week, and an increase in pay amounting to about 10 per cent in most departments. They also asked that employees be not required to register on leaving the factory at noon, and that women operatives be

given 5 minutes to dress. Since going on strike the employees have been organized as a branch of the Textile Worker's League. Mr. Glockling, of the Ontario Labour Bureau, was asked by the employees to act as mediator, but up to the end of the month, no report of a settlement had reached the department.

### Disputes Commenced prior to Beginning of Month.

Of the disputes which commenced prior to the month, a number were settled namely, those of the foundrymen at Sackville, N.B., and electrical workers and plumbers at Toronto. In the case of the Sackville men a compromise was effected by which employers agreed to the wage scale presented by the employees, but declined to make the shop a union one. The electrical workers at Toronto secured a three-year agreement, fixing the minimum wage for an 8-hour day at 25 cents per hour, while in the case of the plumbers of the same city, a compromise was effected by which the men receive an increase of 12½ cents on a former minimum of 27½ cents, and a like increase after January next, giving them a minimum of 32½ cents an hour after that date.

The strikes of moulders at Moncton, machinists at Kingston, printers at Toronto, bakers at Hamilton and Winnipeg, freight handlers and machinists on the Canada Northern and miners at Fernie, B.C., still continue, though in the case of the bakers and confectioners at Winnipeg, the shops and factories concerned are running full-handed and most of the employees affected have obtained employment elsewhere. In the case of the machinists at Kingston, also, the company is filling the places of strikers by machinists from Scotland, some 30 men having arrived during the month. Of the strikes which were concerned in former months, the most important are those of the freight handlers and others on the Canada Northern, and the coal miners at Fernie, B.C.

### Strike on the C. N. R.

The strike of the several classes of labour who went out in sympathy with the ma-

chinists on the C.N.R. and for other causes, was still unsettled at the end of the month. Reports differ very materially as to the proportions of the strike, the strikers claiming that the company is greatly embarrassed, though the company itself claims it is no longer affected by the strike. Various meetings of the parties interested were held throughout the month, but practically nothing was done in the way of a definite settlement. An arrangement by the company of the various schedules presented by several of the orders, viz.: the Brotherhoods of Firemen, Conductors and Telegraphists, avoided difficulty with those organizations, and the return of most of the freight clerks, left the struggle mainly with the members of the United Brotherhood of Railway Employees.

Various disturbances in connection with the strike, occurred during the month, the company attributing them to the strikers, who in turn disclaim any knowledge or participation in any acts resulting in damage to the company's property or employees. On the 2nd of the month the telegraph wires leading into Winnipeg were cut, and the telegraph service temporarily interrupted, and on the night of the 3rd a freight train was wrecked through the blocking of a switch at Portage Junction, by which four employees of the company were injured, though not seriously. On the afternoon of July 7, what was alleged to be an attempt on the part of strikers to fire a bridge over the mouth of the Assiniboine River on the line of the C.N.R. was discovered in time to prevent damage. The destruction of this bridge would have meant the crippling of the whole road, but the fire was noticed in time and extinguished by the watchman. On the 10th inst., some 200 men attempted a demonstration by crowding through the company's yards and attempting to pass through the shops. No damage was done, however, and the men soon dispersed.

Various places along the line have been affected more or less by the strike. At

Port Arthur on the 7th some 40 Italians who had been hired by the agent of a steamer loading freight for the C.N.R. were ordered by strikers to quit work, and did so, the steamer's hands being compelled to discharge the cargo without aid.

### Attempts at Settlement.

The several attempts made to settle the difficulties resulted in little or nothing being done. On the 7th inst. a delegation of prominent labour men and representatives of the strikers waited upon the Mayor and asked his support in having the strike terminated, and were promised his assistance, and again on the 11th, a deputation of some twenty strikers and some men whom the company had hired in Montreal, and who refused to go to work upon learning of the strike, interviewed a committee of the city council, asking that something be done to help them. Representations were made to the council to the effect that a number of men had been hired in Montreal upon the understanding that there was no strike on in Winnipeg. Upon ascertaining the real position they quit work and were without money.

On the 16th of the month over 800 workmen belonging to the different trade unions, took part in a labour parade in sympathy with the striking employees of the C.N.R. After the procession a series of open-air speeches were given by the various labour leaders on the questions in dispute between the company and its employees.

On the 17th July, a committee representing a number of the recent employees of the company, discussed their grievances with the vice-president, and the following proposition was submitted to them :

1. A considerable number of vacancies have already been filled by men who have been promised permanent employment, and with whom good faith must be kept by the company.

2. It is the desire of the management to reinstate as many as possible of the men who are still out, but they will require to make personal application to the heads of the various departments, and in order to find permanent

employment for as many of them as possible, orders will be issued to increase the former strength of each department as far as practicable.

3. The company will pay in each department the same wages as is paid for same service by the Canadian Pacific Railway.

4. Departmental schedules will be prepared and the company will discuss the same with a committee to be appointed by a majority from each department, consisting of those who are now employed, and those reinstated as aforesaid.

5. A condition precedent to the joint consideration of schedules is, that before any of the men now out become eligible to act on committees, or join the present employees, in discussing schedules, they must first report themselves to the heads of their various departments for reinstatement.

6. The management will, on compliance with the foregoing, immediately meet the various committees of employees to arrange schedules.

At a meeting of the United Brotherhood of Railway Employees, held to discuss the above proposition, a resolution instructing the secretary to inform the management that the communication was considered as an insult, and would not be considered, was carried by unanimous vote, without any discussion whatever. In its report to the press, the committee called attention to the statements in clause 4, which states that the committees which were to discuss the proposed schedule were to be 'appointed' instead of 'elected', which they took to signify that the management would appoint the committees who were to discuss the schedules with them.

On the 26th of the month, upon the request of the strikers, an authorized committee of the Trades and Labour Council waited on the local government to see if an amicable adjustment of the differences between the strikers and the company could not be arrived at. They were told by the acting premier, Hon. Robert Rogers, that he would do all in his power to bring the matter to a satisfactory adjustment and promised to interview the president of the company. He later notified the committee that on seeing the president, the latter refused to recognize the strikers.

On the 28th of the month, the Trades and Labour Council of Winnipeg, placed

on record it is protest against the action of the company.

### The Fernie Coal Strike.

The strike of coal miners at Fernie, which commenced during the month of June, was still in continuance at the end of the month. This strike, as mentioned in the *July Gazette*, arose by reason of new regulations in the mines in regard to the time of arrival and departure from work. It appears that the management wished the men to remain underground half an hour longer than the usual time. The men ignored the mine foreman's orders by coming out of the mines at the usual time, and a few days after this, it is alleged that about 60 men were refused permission to work and their lamps withheld from them for the alleged reason that they did not obey orders to remain in the mine. Following the usual custom, a committee was sent to the mine superintendent to protest against the 9 hour innovation. Upon refusal of the superintendent to receive this committee, they went to the general manager and protested against the new system, pointing out that for years in Fernie, 8 hours from pit's mouth to pit was always considered a satisfactory day's work un-

derground, and that 8 hours from bank to bank was the custom at the Vancouver Island mines. The manager's reply was that he must have 8 hour's work, but that half an hour would be given the men in which to take lunch, time to begin at 12 noon and finish at 12.30, but that coal must come out until 3.30. This the men would not agree to, and went out accordingly. The men claim that the half hour for lunch is no advantage to any one, as they eat their lunch when opportunity presents itself, in the way of a lull or delay in work, and moreover that as they breakfast very early, they usually commence their lunch about 10 o'clock and finish it when they can find time between periods of work.

This strike is felt seriously in the west, having had the effect of causing a cessation of work in some of the smelters, owing to their inability to get coke, and has indirectly affected the shipments of ore from the Rossland and boundary districts.

The table published herewith is a compilation of the trade disputes in the Dominion of Canada, which began or were in continuance during the month of July, and which have been reported to the department.

## TRADES AND LABOUR CONGRESS OF CANADA.

THE Eighteenth Annual Session of the Trades and Labour Congress of Canada will be commenced in Berlin, Ont., on Monday, September 15. During the month the executive officers of the Congress issued a circular to all labour organizations in the Dominion, inviting them to send representatives. The following is given as the basis of representation:—

Trade Unions, Local Assemblies of the Knights of Labour and Federal Unions shall be allowed one delegate for each one hundred members or under, and one for each additional one hundred or majority fraction thereof; Trade Councils, Central Labour Unions, National Trade Unions and District Assemblies of the Knights of Labour, three delegates each. Two or more Trade Unions or Local Assem-

blies of the Knights of Labour, whose aggregate membership does not exceed 150, may unite to send one delegate. No proxy representative will be allowed, and all delegates must be members of the bodies they represent (except in the case of bodies composed of delegates from local organizations), at least six months prior to and at the time of election, but nothing in this clause shall be construed to prevent unions or assemblies from combining to send one representative, who is a member of one of such unions or assemblies; also provided that nothing in this clause shall prevent organizations being represented not six months organized.

Among the subjects announced for discussion at the Congress are the following bills which were introduced at the last session of the Dominion parliament, but which received only first or second readings:—

'An Act for the Settlement of Railway Labour Disputes.' 'An Act further to Amend the Act to restrict the Importation and Employment of Aliens.' 'An Act to Amend the Conciliation Act, 1900.' Other topics are the proposed amendment to the Trade Mark and Design Act with a view to legalizing the Union Label, and the report of the Chinese and Japanese Com-

mission on the exclusion of Oriental coolie labour in the province of British Columbia. As a larger number of organizations have received invitations to send delegates than at any previous time, it is expected that the September convention will be the largest and most representative in the history of the Congress.

### BRITISH COLUMBIA LABOUR LEGISLATION, 1902 (*Continued*).\*

IN the July issue of the *Labour Gazette* a review was given of labour legislation passed at the session of the British Columbia legislature which ended during June, in so far as it referred to trade unions, and the payment of wages upon public or subsidized works. During the session, however, a number of other bills of equal interest and importance to labour were passed. Among these may be mentioned a Workmen's Compensation Act, three Acts amending the Coal Mines Regulation Act and the Master and Servants Act; an Act relating to the employment on works carried on under franchises granted by private acts and a measure for regulating immigration into British Columbia.

#### The Workmen's Compensation Act.

The Act respecting compensation to workmen for accidental injuries suffered in the course of their employment begins by defining the liability of certain employers to workmen for injuries. When a workman is disabled by reason of injury received in the course of his employment for a period of less than two weeks, or as the result of his own wilful misconduct or serious neglect, his employer is not to be liable. When, further, an injury was caused by the personal negligence or wilful act of the employer, nothing in the new act shall effect any civil liability of the employer, in which case the workmen may either claim compensation under the Act or take the same proceedings as were open to him before the commencement of the act. Any

question of liability or as to the amount or duration of compensation, if not settled by agreement, shall be settled by arbitration in accordance with the provisions of a schedule appended to the Act. Further details are added as to the procedure of the court in actions brought to recover damages incidental to the Act. It is stated, also, that nothing in the Act shall affect any proceedings for a fine under the enactments relating to mines and other industries, though if any such fine has been supplied for the benefit of the persons injured, the amount so supplied shall be taken into account in estimating the compensation.

#### Time for Taking Proceedings.

Notice of the accident must be given as soon as practicable after the happening thereof, and before the workman has voluntarily left the employment in which he was injured. The claim for compensation must be made within six months from the occurrence of the accident causing the injury, or in case of death, within six months of the time of death. The name and address of the injured person, together with a statement in ordinary language, of the cause of the injury and the date at which it was sustained must be given in any notice to employers. Regulations with regard to the serving of the notice are added.

#### Contracting Out.

The Attorney General of the province is given power under the Act of certifying, after taking steps to ascertain the view of employer and workmen, that any claim of

\*See *Labour Gazette*, Vol. III., No. 1, July, 1902, page 45.

compensation is on the whole not less favourable to the general body of workmen than the provisions of this Act, in which case the employer may, until the certificate is revoked, contract with any of these workmen that the provisions of the claim shall be substituted for the provisions of the Act. No such claim, however, may contain an obligation upon workmen to join the claim as a condition of their hiring and the revoking of the certificate is made dependent upon the discretion of the Attorney General.

### Compensation in case of Bankruptcy of Employer.

In the case of bankruptcy of an employer who has become liable under the Act to pay compensation in respect of an accident, the workmen injured shall have the first charge upon the estate. In the case where an injury was caused under circumstances creating a liability in some person other than the employer, the workmen may proceed either against the person in question, or against his employer, but not against both, and if compensation be paid under the Act the employer shall be entitled to be indemnified by the other person.

### Application of the Act.

The application of the Act is limited to employment by the undertakers of or in or about a railway, factory, mine, quarry or engineering work, and of the employment by the undertakers of any building which exceeds 40 feet in height, and is either being constructed or demolished, or on which machinery driven by steam, water or other power is being used for the purpose of destruction, repair or demolition. The Act shall not apply to persons in the naval or military service of the Crown. With regard to existing contracts, any contract, excepting at the commencement of the Act whereby the workman relinquishes his right to compensation, shall not be deemed to continue after the time at which the workmen's contract of service would determine, if notice of the determination thereof were given at the commencement of

the Act. The Act is to come into force upon the first day of May, 1903.

### The Scale of Compensation.

A very complete definition of the amount of compensation is given in the Act under two headings, first, where death results from the injury and second where total or partial incapacity for work results. In no case must the amount paid as compensation exceed the sum of \$1,500. Full arrangements are made as to the estimating of the amount of compensation, medical examination, legal representation, payment of compensation, &c.

### Settlement by Arbitration.

The Act provides very carefully for the settlement by arbitration of any matter of dispute which may arise in connection with its operation. If neither party objects the matter in dispute may come before any committee representative of an employer and his workmen which may exist for the purpose. In case of such an objection, however, the matter shall be settled by a single arbitrator agreed on by the parties, or in the absence of an agreement by an arbitrator appointed by a judge of the Supreme Court, such an arbitrator to have all the powers of a judge of the Supreme Court, and to have the privilege of referring any question of law for the decision of a judge of the Supreme Court. The costs incident to the arbitration shall be in the discretion of the arbitrator. The Lieutenant Governor in Council is given power to appoint legally qualified medical practitioners for the purpose of the Act to whom the arbitrator or arbitrators may apply for a report on any matter which seems material to any question arising in the arbitration.

### Medical Attendance of Workmen.

A further important regulation passed during the recent session of the legislature affecting the relations of workmen and their employers is that introduced under the title of *An Act to amend the Master and Servants Act*, which provides that whenever 30 or more workmen request their em-

ployer in writing to take a sum from their wages in order to provide for medical attendance, the employer must give immediate effect to such request under penalty of \$50 fine. The selection of the medical practitioner is left wholly in the hands of the workmen. The Act is limited to cities and towns of more than 3,000 inhabitants.

### Labour Regulation.

*The Act relating to the employment on works carried on under franchises granted by private Acts*, to which the short title 'Labour Regulation Act, 1902' is given, defines under certain fixed penalties, the persons who may not be employed on works carried on under franchises granted by the provincial government. Among these, are any workmen who, when asked to do so by the duly authorized officer shall fail to read this Act without assistance in a language of Europe. The employer of any workmen who fails to do this is liable to a penalty not exceeding \$25 nor less than \$10 for every workmen so engaged, or to imprisonment for a term not to exceed 30 days. The offender is also liable to successive penalties for each and every day for which any person shall be employed. The production of proof to lie with the employer, and forfeiture of the privileges granted by the Act of any franchisement will be a penalty of wilful violation.

### Further Labour Regulation.

The same principle as that just cited is enforced in the case of *an Act to further Amend the Coal Mines Regulation Act*, which makes it illegal for a Chinaman, Japanese or person unable to speak English, to be appointed to any position of trust in or about a mine, whereby through his ignorance or negligence he might endanger the life or limb of any person employed in the mine. The positions thus

referred to are defined as follows:—Banks-men, onsetter, signalmen, brakesmen, furnacemen, engineer or those to be employed below ground, or at the windlass of a sinking pit.

### Coal Mines Regulations.

A second *Act amending the Coal Mines Regulation Act* passed during the session, by the provisions of which a section was added to the original Act requiring that whenever a majority of the coal miners who have engaged a check-weigher, shall request in writing to the owner of the mines that the wages of such check-weigher be paid direct from the office of the mines, the said owner shall withhold from the wages of the miners a pro rata amount sufficient to meet the wages due the check-weigher, and shall pay the same to him. A second addition requires that a reasonable supply of timber shall be constantly kept in each working place in the mines, or in the vicinity thereof, for the purpose of ensuring the safety of persons employed in the mines.

### Immigration Regulation.

A new Act to regulate immigration in British Columbia imposes an educational test upon intending immigrants into the province. Practically no person who cannot read and write in some language of Europe is to be admitted into British Columbia, a fine of \$500 being imposed for the violation of the Act. An immigrant, moreover who makes his way or is found in British Columbia in contravention of the Act is not to be entitled to a license to carry on any trade or calling subject to the legislative authority of the province, nor to acquire and hold land, exercise the right of franchise, &c. Any person who assists an immigrant to contravene the provisions of the Act is liable to the same penalty as the immigrant in question.

## NEW SOUTH WALES LABOUR BULLETIN.

THE more active interest of the legislature of New South Wales in labour conditions dates from the month of May,

1900, when a commission of four members was appointed to inquire into all matters throughout the colony in connection with

labour not absorbed by private enterprise, and to advise the Minister of the Department periodically thereon. The scope of the inquiry entrusted to the board thus constituted was at the same time carefully defined. A minute accompanying the commission set forth its duties under a number of headings, the first of which was the remedying of the conditions arising out of the large number of unemployed, which, in spite of previous efforts on the part of the government in the way of finding work on the construction of public works, still remained in the colony. Registers were to be opened for the purpose of recording particulars in regard to applicants for employment, and regular reports as to the state of the labour market from the different parts of the country were to be furnished by the clerks of petty sessions for the assistance of the commissioners in the performance of their duties. Various particulars were added in the minute as to the classification of unemployed labourers, and other features of the general scheme, such as the establishment of registry offices for servants and women, industrial farm settlements, assisted settlement blocks, co-operative systems in the carrying out of public works, &c., the problem being primarily regarded as a matter of the equalizing in the labour market of conditions of supply and demand in the different parts of the colony. It was also remarked that, in connection with the intelligence branch, there should be issued a monthly publication containing reports on labour conditions in the various centres, rates of wages, number of unemployed, and the local demand for labour.

### Recommendations of the Labour Commission.

The first annual report of the Labour Commission working under the above instructions, was received by the Department of Labour in April last, and was briefly reviewed in the issue of the *Gazette* for May. It covered the operations of the Commission during the period between its installation and the end of August, 1901.

As a reference to the review in question will show, the main features presented in the report were devoted to a discussion of labour conditions throughout the colony, and to the leading characteristics of existing conditions in New South Wales. No action in the matter of the establishment of a labour bulletin was reported, though the commissioners put themselves on record as having several times recommended the issue of a monthly journal on the lines suggested in the minute which defined the objects of their appointment. They amplified, also, the original suggestion as to the proposed bulletin, as follows :—

'It should contain full particulars of trades movements and difficulties, giving facts only, without any partisan bias whatever. It should quote information on industrial matters, available from all colonies and foreign countries, condensed reports, and facts of all kinds relating to labour and its employment. It should publish a digest of all laws passed by any legislature affecting labour and industry, and of the decisions of courts on all actions taken under the provisions of any such laws. It should publish in a compact form information on industrial matters, not otherwise obtainable without much trouble and research, and should afford a variety of information which is frequently looked for in vain in the public press. It should not be devoted to controversial matters, nor enunciate theories, except as the individual opinions of writers who might put them forth, and should in no wise enter into competition with the ordinary newspaper. Mere news should find no place, much less political matter of any kind. Its field would be amply wide without touching any such matters.

'We would prefer to start in a modest manner, to which end we have proposed to commence with an 8-vo. magazine, containing sixty-four pages, with a coloured cover, and published once in each month.'

### First Issue of the Bulletin.

It was presumably in development of this definite official recommendation that the first issue of the Labour Bulletin of New South Wales was published in March last. The new monthly does not depart materially from the scheme as above outlined, the delay in publication being explained by the other important matters which, during the past year, have also claimed the attention of the commission. After taking a careful view of what has been done in other countries in this direction, notably in England, New Zealand and the United States, it was determined that

the contents of the proposed Labour Bulletin in New South Wales should be grouped under the following general headings :—

1. A digest of labour conditions in New South Wales, informing the citizens of any demand for labour, wherever it may arise, conditions, rates of wages paid, &c.
2. Similar information in lesser detail of all such matters in the other Australian States.
3. Information concerning labour in foreign countries.
4. Information as to strikes and lock-outs, with results of same, &c.
5. A record of laws proposed or passed in any country affecting industrial matters, with legal decisions or courts of law, arbitration, conciliation, &c.
6. Original articles dealing with ascertained facts and tendencies of industrial life and operations ; and reprinted articles of these and cognate subjects from any and every source available.

In the matter of the size and issue of the new monthly, the proposals of the commissioners were also adhered to, and the Bulletin appears in the shape of an octavo-sized monthly of 64 pages and with an initial issue of 5,000 copies.

### Scope of the Bulletin.

A further definition is given in the introductory article of the new publication of the lines along which it is proposed to conduct its general policy. The industrial laws passed during the past few years in New South Wales are to be the subject of a special department of the Bulletin, and articles in this connection by the registrar appointed under the newly-passed Industrial Arbitration Act, and by other expert officers of the government, are promised from month to month. Ordinary news and merely ephemeral matters will be excluded, the Bulletin aiming rather to supply information regarding its own special subjects, which is not to be obtained as a rule in the daily press. Scientific articles will also be welcomed, though the Bulletin will take no side, nor express any opinion on any controversial matter. Correspondence and criticism will not as a rule be printed, the obtaining of accurate and reliable information with regard to labour conditions being its primary object. The introductory article concludes :—

'Its aim is to collect, collate, and disseminate facts relating to industry and labour, with just such a modicum of theory and speculation

as may serve to direct public attention to the matters of prime national importance which it will record, and perchance evoke sympathetic interest, and inquiring study on the part of those whose business it is to mould public opinion, and those others who are called to make laws and regulations for the happiness and welfare of the citizens of Australia.'

### Contents of First Issues.

The Department of Labour, Canada, is in receipt of the first three numbers of the bulletin for the months of March, April and May respectively.

Some idea as to the character of the new Bulletin may perhaps be best obtained from a statement of the contents of its March issue. The other issues follow along similar lines. The first article is devoted to brief reports from various localities as to the state of the labour market throughout the colony. An article of seven pages, which follows, is devoted to a description of the Industrial Arbitration Act of 1901, while returns and tables are presented from the various employment bureaux of the government, instituted and in operation under the supervision of the commissioners. The state of labour in the several Australian States, in Great Britain, in the United States of America and in Europe, is briefly treated under separate headings. The following short articles are also reprinted from other sources: Purposes of Bureaus of Labour, by Carroll D. Wright ; Workmen's Compensation Law in Sweden, *Labour Gazette*, Eng. ; Labour Legislation in Canada, by S. J. McLean ; the Government and Strikes, Bulletin of Social Economics, U.S.A. ; Progress of Japanese Labour, Bulletin of Social Economics. U.S.A. A brief note is added as to the decision, in July last, of the House of Lords regarding the responsibility of trade unions in England.

### ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, JULY, 1902.

During the month of July the following orders were given by the Post Office Department for the supplies below mentioned ; all of these orders were given subject to the regulations for the suppression of the

sweating system, and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps; also type and brass crown seals.....	\$ 353 54
Making and repairing rubber dating and other hand stamps and type.....	22 60
Supplying stamping material, inclusive of making and repairing pads, wooden boxes for the same, also stamping ink.....	455 80
Making and repairing post office scales and weights.....	172 50
Supplying mail bags.....	879 14
Repairing mail bags.....	856 19
Repairing mail locks and keys, also other mail bag fittings and fastenings.....	52 50
Supplying portable letter boxes and mail clerks tin boxes.....	54 50
Miscellaneous orders for making and repairing postal stores.....	37 65
Making up and supplying articles of official uniforms.....	2,002 50

## UNIONS FORMED FOR THE MONTH OF JULY, 1902.

During the month of July, organizations were formed in the following crafts:—

*Quebec*—

Quebec—Longshoremen.

*Ontario*—

Ottawa—Street Railway Conductors and Motormen.

Harmonic Assembly No. 2588 K. of L. composed of members of city bands.

Toronto—Textile workers.

“ Picture frame workers.

“ Brewery workers.

“ Garment workers.

Galt and Preston—Trades and Labour Council.

Galt—Barbers.

“ Painters.

“ Carpenters.

Windsor—Trades and Labour Council.

*British Columbia*—

Victoria—Bakers and Confectioners.

“ Garment workers.

## REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during July, 1902:—

### ONTARIO REPORTS.

#### Dairymen's Association.

The Annual Report of the Dairymen's Association of the Province of Ontario for 1901; King's Printer, Toronto; pages 176.

Reports of the annual meetings of the Dairymen's Association of Eastern Ontario, held at Whitby, in January, and of the Dairymen's Association of Western Ontario, held at Woodstock, in the same month, make up the bulk of this volume. The full text of the various papers read at both meetings is given, and forms a compendium of very practical information in connection with this important industry.

#### Board of Health Report.

Twentieth Annual Report of the Provincial Board of Health of Ontario; King's Printer, Toronto; pages 189.

The Ontario Board of Health not only reports an unusual degree of freedom throughout the province from any death dealing epidemic disease during 1901, but also remarks upon the noticeable improvement manifested in the general condition of the public health during the years in which it has exercised supervision over the health of the province. A most interesting summary of public health work in Ontario during this period forms the initial chapter of the report. A large amount of space is also given to the outbreak of small-pox, which was so important an incident of the year. A special chapter is devoted to municipal sanitation and other kindred topics and the education of public opinion in this connection during the past twenty years. In the annual report proper for 1901, the small-pox epidemic again receives the chief share of attention.

#### Ontario Highways.

Sixth Annual Report of the Commissioner of Highways, Ontario, 1901; King's Printer, Toronto; pages 63.

A very interesting sketch of the good roads movement in Ontario and of the legislation that has been passed for the improvement of public highways, together with an account of the procedure necessary under the Highway Improvement Act for county councils to change from the ordinary method of performing statute labour to systems of commutation, is given in this report. A complete text of the Act in question is added. The township system of highways is reviewed, and compared with the system of commutation. Various practical hints for the making of roads, with special articles on road surface, under drainage, bonding, road machinery, tile culverts, snow roads, wide tires, &c., are furnished under separate headings.

## UNITED STATES REPORTS.

### Louisiana Labour Statistics.

First Annual Report of the Bureau of Statistics of Labour of the State of Louisiana, 1901; State Printer, Baton Rouge; 267 pages.

The Bureau of Statistics of Labour of Louisiana dates from July, 1900, when the Act constituting it was passed by the State Legislature. The Commissioner of Labour for the State was appointed in the following September. In this the first annual report of the Bureau, the chief articles are devoted to an analysis of the population of the State, a compilation of the labour laws of Louisiana, the laws of the various States creating Bureaus of Labour and other articles of a more local interest.

## RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of cases affecting labour are taken from the latest law reports and other legal records of the different provinces of Canada :—

### QUEBEC CASES.

#### A Decision on Sunday Trading.

In the Recorder's Court of the city of Montreal, a decision was recently given regarding the effect of the various by-laws in force in that city concerning the sale of certain articles on Sunday. A number of persons who had sold such articles were charged with having thereby infringed the by-laws of the city, but, as appears from the judgment given below, the court decided that no such offence had been committed by the sales in question having been made. As the judgment itself (which was rendered by Mr. Recorder Poirier) sets forth as clearly as possible the Recorder's view of the state of the law, it is here given in full :—

'Since March 15, 1870, by by-law 36, no merchant or trader was permitted to retail goods on the Lord's Day, and on June 2, of this year, an amendment to by-law No. 281 was passed, which amendment provides that the by-law 281 shall not apply to persons selling fruit, cigars, confectioneries and temperance beverages, and that this exception shall not apply to groceries, but

only to persons selling by retail all such goods and carrying on such trade only.

'The defendant Fortier, and nine other traders are charged with having violated that by-law by selling cigars on Sunday, June 22 last. Eleven others are charged with selling other articles. These twenty-one cases have been united by common admission, and in deciding one I can decide all.

'The defence can be reduced to this : we have sold—then we are not guilty; or it prohibits what we have done, but it is unconstitutional. In either of these cases we have to be liberated.'

'The by-law does not state if these persons who are selling all goods permitted or allowed under the by-law, are carrying on such trade on Sunday only, or on all days of each week. Would it be fair to deprive the defendants of the privileges granted by the amendment of June 2, because they would also sell other goods than those actually described? The court has to recall the circumstances known to the public when the amendment was passed.

'It is known that in our mixed population the same ideas are not entertained by all. Some want all amusement, work, &c., stopped on Sunday; others want to tolerate certain trade on Sunday in the interest of the classes who go in for recreation, and buy refreshments on that day only.

'The amendment passed by council was adopted with a view of allowing certain stores to open on Sunday and to carry on

what is known as a small retail trade. If the by-law allows the sale of fruit, cigars, &c., on Sunday only by those who do not sell any other things on other days of the week, is it arbitrary, oppressive and impracticable? The council has not mentioned tobacco, matches, cigar holders, newspapers, pipes, postage stamps or ice cream, among the permitted goods. Are we to infer that all those things are prohibited? Are we to say that eleven of the defendants shall be fined for selling tobacco, while others are permitted to sell candies and cigars? If they can sell cigars, why not cigarettes, cigar holders, candies, &c.? If merchants are allowed to sell tobacco, cigars, why debar them from selling tobacco in plugs, or packages, or chewing tobacco or snuff?

'Shall we say that people have to be condemned to chew cigars or that people smoking pipes have a less right than those indulging in cigars?

'And if the second article of by-law 281 means anything why does it say that purchasers shall be allowed to remain in stores or adjoining rooms during the time required to make and consume the purchase? If a man is allowed to buy a cigar how can he be prevented from consuming that cigar in one of these rooms.

'Applying to this matter all the principles which govern the making of by-laws I think that if its validity were tested before the Superior Court it would be quashed as being oppressive, arbitrary and illegal.

'By-law 222 concerned the early closing of shops, and it made an exception in favour of pipes, cigars, newspapers, &c., although in its provisions the establishments that could be kept open on Sundays were not much more clearly defined than under by-law 281 now under discussion.

'The defence claim to have done nothing but what was required by law and only what was permitted. I must adopt this view of the case because the contention of the city would lead us to absurdities, unjust discriminations, oppression, injustice and a result altogether opposed to what the framers of the by-law had in view at the time it was prepared.

'It has been urged that the spirit of the by-law rather than the letter should be considered. I quite agree with that.

'I do not see what line is to be drawn

between storekeepers who need to keep open on Sunday in order to meet their business demands and those whose business does not demand Sunday trading. I do not think that it is fair that one citizen should be branded as inferior to his fellows because his business requires him to do Sunday trading.

'I do not wish to conflict with the religious authorities of the city, and I desire that the police shall do all in their power to have the Sunday observed in a condition satisfactory to all classes and nationalities, and compatible with requirements for the comforts governing modern existence.

'I do not see how any other decision can be given than the dismissal of the 21 actions of June 3 last.'

### A Case in the Privy Council.

During the last week in July the Judicial Committee of the Privy Council granted the plaintiff in the case of McArthur vs. The Dominion Cartridge Company, special leave to appeal from the judgment given by the Supreme Court of Canada.

This was a case in which Hector McArthur, a boy under twenty-one years of age, was injured by an explosion which occurred at the cartridge factory where he was employed. He sued his employers for damages alleging that they had not provided certain machinery, the accident being attributed to some supposed defect in a machine for loading shells, which had been manufactured on employers' premises. (See report of this case in the *Labour Gazette*, Vol. 1, No. 6, page 317.) At the trial the jury awarded McArthur \$5,000 damages against his employers.

This verdict was confirmed by a judgment of the Court of Kings' Bench, Appeal Side. The employers then appealed to the Supreme Court of Canada which reversed the decision of the court below. McArthur then applied to the Judicial Committee of the Privy Council for the special leave to appeal which has just been granted.

DOMINION OF CANADA

# THE LABOUR GAZETTE

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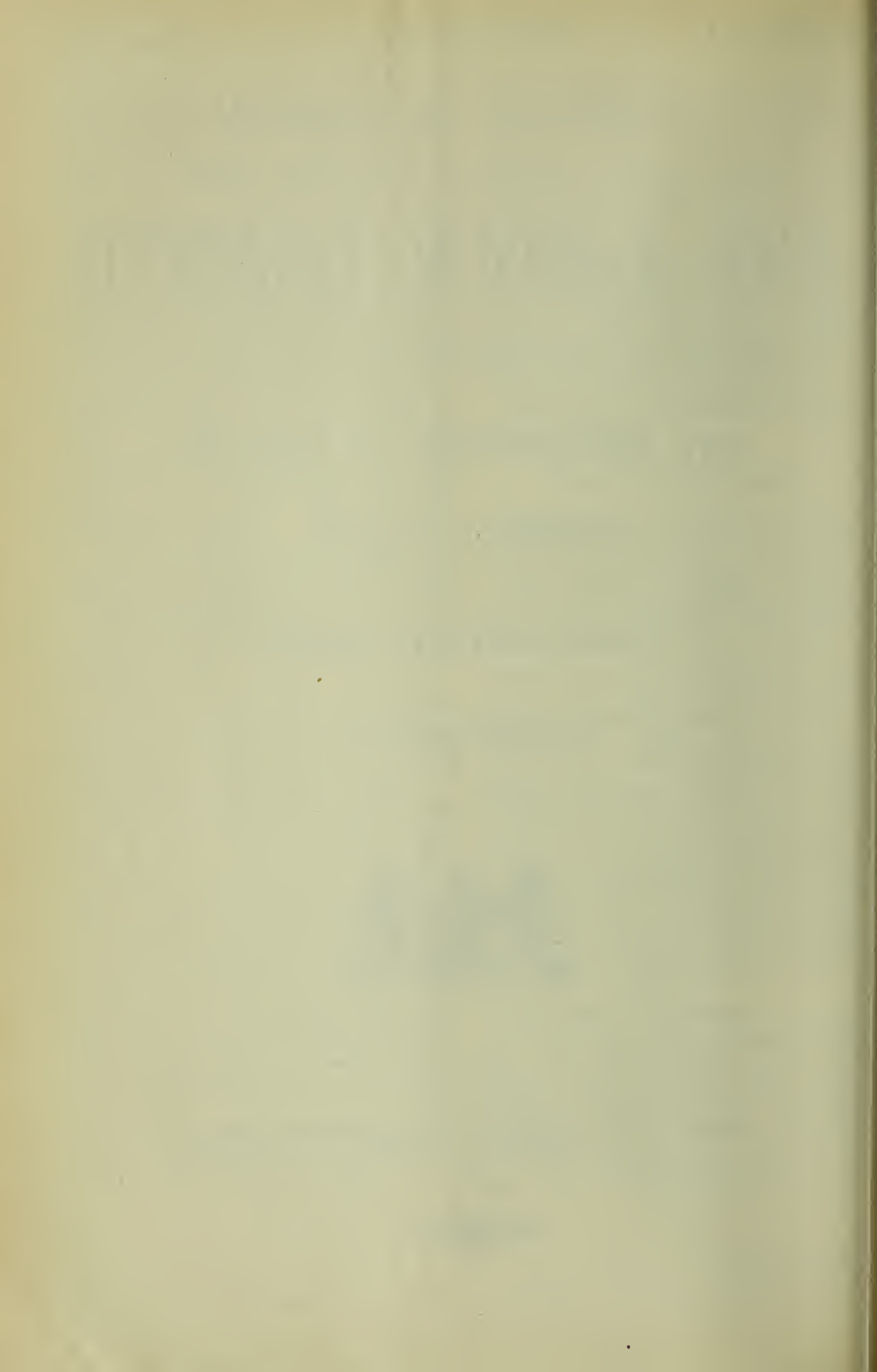
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All communications addressed to the Department of Labour, Ottawa, Canada, may be sent free of postage from any part of the Dominion.

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# THE LABOUR GAZETTE

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The LABOUR GAZETTE wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,  
OTTAWA, September 15, 1902.

During the past three months the Department of Labour has been making a special investigation into the rates of wages and hours of labour of railway employees in Canada. The facts collected have reference to the main groups of employees in this class of employment, and have a bearing on all parts of the Dominion. The information has been classified and compiled in statistical tables, the first of which, having to do with the hours and wages of railroad conductors, appear in the present issue of the *Gazette*. Tables having to do with other groups will appear consecutively in subsequent issues. The series constitutes a part of the general work of the Department in gathering statistical information on the rates of wages and hours of employment in the several trades of the Dominion; several series relating to other classes of employment, have already been published in previous numbers of the *Gazette*.

The first fruits of another special investigation made by the Department, the results of which will be published in their entirety in a series of special articles in consecutive numbers of the *Gazette*, appear in an article and tables under the title of 'Labour Organization in Canada—its growth and present position.' The part published in the present issue, has to do with the past and present condition of labour organization in the maritime provinces. The account given is descriptive as well as statistical, and besides being the first official, is also the first attempted account on anything like a comprehensive or accurate scale of the present position and past development of labour organization in this country. During the past year a directory of labour organizations for the Dominion was published, and also one or two special articles on the subject of labour organization in the Dominion, but the facts disclosed in the series of articles commencing with the present issue, are, for the most part, given to the public for the first time.

Industrial conditions in Great Britain and strikes in the United States, which have been admirably dealt with in special reports by the governments of each of these countries, have been made the subjects of special articles based on the facts presented in these reports, and are presented with a view of acquainting readers in this country with situations in Great Britain and the United States which have a more or less direct bearing upon conditions here.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF AUGUST.

### I.—GENERAL SUMMARY.

THE prospects of an exceptional harvest in all parts of the Dominion have influenced the labour market more than any other single factor during the month. There are but few trades which have not, directly or indirectly, received a stimulus from the promising outlook, and business generally has reflected the hopeful attitude of all classes. Although the grain crop of last year was reported as the largest known in the Dominion, reports from all parts show that it will probably be exceeded by the gains of this year's harvest. Not only has a larger area of land been brought under cultivation, but the yield is, in most places, larger than it was last year.

#### Improved Labour Supply.

The inevitable waste through the inability to harvest the abundance of last year has led to the putting forth of exceptional efforts on the part of those interested to see that the country should secure, as nearly as possible, the full benefit of the richer harvest of the present year. Continuously during the month trains of harvesters from all parts of eastern Canada, including the maritime provinces, Quebec and Ontario, have been journeying westward, travelling accommodation on some of the regular lines having been at times embarrassed in consequence of the exceptionally large number of cars, called into requisition in connection with the harvest excursions. Notwithstanding, however, the efforts of the railway companies to assist in bringing in an adequate supply of labour to the west, the demand will certainly exceed the supply. The fact that crops in the east have also been good, and that they have been somewhat later than usual, has operated to make it more difficult to secure the necessary supply of labour. In fact, the east itself, has experienced in places a considerable scarcity of labour required for the successful carrying on of agricultural operations. A feature in connection with the means taken to meet the exceptional de-

mand is the arrangement which has been made by one of the railway companies to bring over from the old country some shipments of labourers, who are being taken to the west for the immediate purpose of assisting in harvesting the crops, but with the ultimate object of having them become permanent settlers there.

#### Improved Harvesting Facilities.

Not only in the efforts put forth to meet the demand for labour, but also in other directions, have provisions for the securing of the harvest been improved this year. Many additional miles of railway have been constructed, with a view of bringing outlying districts into direct communication with suitable points of shipment, either on the great lakes or over generally utilized routes. The number of elevators for the purpose of storing grain has been considerably increased. The railways of the west have altogether 600 elevators, with a capacity of 30,000,000 bushels. The number of locomotives on the C.P.R. alone has been increased by 55, while a very large number of box cars have also been built. The railway officials express confidence that there will be no blockade because of inadequate transportation facilities during the present season. Large quantities of agricultural implements have been manufactured and distributed, so that the number of threshing outfits which will be in operation this year will considerably exceed the number at any previous time. Implement dealers have been busy, night and day, shipping agricultural machinery.

A circumstance which threatened to operate disadvantageously to the supply of labour in the west was the tendency which manifested itself slightly during the month, among some of the harvesters, who had taken advantage of the cheap rate to go west, to cross into American territory to assist in the harvesting of the crops of Dakota and other Western States. This tendency has, however, been checked by the

requirements on the part of the railway company, that harvesters desiring cheap return fares must present certificates giving evidence of the accomplishment of a certain amount of work in Canada.

### **Wages of Harvesters.**

An important meeting, held during the third week of August, of a number of delegates from all parts of Manitoba, representing about one-third of the farmers in that province, throws some light on the attitude of the farming community in regard to the wages question. The important point of the gathering was the passing of a resolution to the effect that not more than \$40 per month or \$1.75 per day should be paid to the harvesters. The farmers represented by the delegates assembled required immediately about 4,000 men, all of whom were wanted for stooking, while double that number will be required for threshing, which is expected to commence about September 20. A specified rate of \$40 per month as a wage to harvesters, is an indication of how the exceptional demand has operated to increase the rate of wages paid. Wheat cutting commenced in some of the districts of the west about the middle of the month, and was in full blast at its close.

Assistance of a no less important kind is forthcoming in consequence of the forethought of the banking institutions of the country in keeping in view what may be required of them to meet the demand for financial means to assist in moving the crop. The amount of funds necessary for this operation will be larger than for several years. During the next two or three months the note circulation of the Canadian banks will be greatly extended but notwithstanding that mercantile businesses and general trade have been heavier than last year, no unusual stringency is looked for.

### **Demand for Labour General.**

The demand for labour in connection with harvesting operations, the special inducements in the way of good remunera-

tion, and the consequent scarcity in the general supply of labour have made themselves felt all along the line. Unskilled labour was never more in demand, and wages have seldom ruled at as high an average rate.

Lumbermen who are preparing for fall and winter operations in the woods, are experiencing great difficulty in their efforts to secure even a limited number of hands, notwithstanding, too, that the wages have shown a tendency to be higher than those paid last year, which at the time were believed to be exceptionally good.

Skilled labour, too, is well employed; the building trades have had an exceptionally busy month, and in many localities the supply of labour has not been equal to the demand.

A general scarcity in the supply of men has been experienced also in connection with transportation. From all parts of the Dominion come reports that traffic throughout the month has been unusually heavy, and notwithstanding that the facilities for shipment have been much improved during the year, and wages increased in many branches of railway employment, in some localities there is still a demand for an increased number of hands.

### **The Fishing Industry.**

In the fishing industry fortunate conditions have been reported for the maritime provinces in consequence of the appearance of mackerel in large quantities during the month, and persons interested in this industry are hopeful about offsetting the disappointment of the spring season, which on the whole was far from satisfactory. In British Columbia, the figures for the salmon pack show a marked falling off as compared with those of last year, there being but 262,482 cases in all as against 990,252 for the previous year. The pack for the present season has been the smallest since the year 1898, in which year it was 184,685. The run of sockeye was thought to have been over, and some

of the canners were fishing for silver salmon, with which they were hopeful of making up the season's pack.

also shown a tendency to fall towards its former level.

### Manufacturing and Commercial Activity.

In manufacturing, there appears to be general and substantial activity. Many of the manufacturing establishments, particularly such as have been engaged in the manufacture of commodities required in connection with harvesting, transportation, the building trades, and like occupations, have been unable to fill orders with which they are supplied, and some are stocked with orders for some months ahead. All of these conditions have been reflected in the commercial and business activity of the month, and in the large centres there have been general preparations for the heavy turn-over of fall goods. There have been important advances in the prices of Canadian securities, and the prices of bank shares have been higher, showing the substantial nature of the general expansion of business.

### Other Industrial features.

Accompanying the exceptionally prosperous condition of employment, generally, there has, during the month, been a noticeable absence of industrial disputes of any considerable importance. But five new strikes were reported during the month, and the numbers concerned in these strikes have been comparatively few, and the strikes themselves of a nature not to cause much embarrassment, except to those immediately concerned.

There appear to have been a few increases in the rates of wages paid in some localities, and some trades have been recasting their schedules with a view of effecting new agreements with their employers. Prices have altered but little, with the exception of a slight advance in the price of fuel and coal in some localities, and a slight reduction in the recent rise in the price of meat. Bread, too, which was raised recently in price, has

### Notes of the Month.

During the month an important decision was given in Toronto courts in connection with an infringement of the Alien Labour Act. The Carpet Workers' Union secured against the Toronto Carpet Manufacturing Company, a conviction for a violation of the Act, and a penalty of \$50 and costs or thirty days in jail was imposed upon the Secretary of the Company.

The Canadian Manufacturers' Association opened its annual session at Halifax on the 13th of the month. In point of numbers present and the importance of the subjects dealt with and resolutions passed in reference to the same, this meeting may be regarded as one of the most significant in the history of the association. A branch of this association, with a membership of about 50, was organized in the city of Quebec during the month.

During the month forest fires in British Columbia destroyed thousands of feet of lumber and threatened serious damage to residential and other properties in many localities. Near Victoria many acres of wheat were burned, and fences and barns destroyed. A fire at Rossland, B.C., destroyed part of the business portion of that city and inflicted serious loss.

The Dominion immigration returns for the month of July announced during the month show the number of settlers to have registered in Canada to have been 5,761, of whom 2,721 were Americans. It is estimated that fully 25 per cent of the new arrivals did not register which, if it were the case, would bring the total number up to 7,021. The number registering for the corresponding month of 1901 was 2,821. During the month several delegates from the United States made inquiries at the Winnipeg Immigration offices. There were about 60 inquirers, all of whom represented families wishing to locate in Manitoba.

## II.—REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

The general condition of the labour market in this city and district has been very good, and surpasses the previous month in general activity. All branches of labour are much in demand, except only *printers*, for whom the demand is not even a normal one. *Carpenters and labourers* have been especially sought after. With the exception of printers also, industrial peace has prevailed in all branches of trade. The lock-out on the *Echo-Chronicle* still continues and no settlement appears at hand. A new weekly paper *The Toiler*, has been commenced as a result of this lock-out.

The *agricultural outlook* is not more than normal, with the exception of a very prolific hay crop. The *fishing industry* has experienced an unusual stir in consequence of the appearance of mackerel in large quantities. These circumstances will have a tendency to set-off the depressing spring season.

*Bricklayers and masons* report work plentiful.

*Carpenters and joiners* have never had a better season.

With *lathers and plasterers* work is normal.

*Painting, paper-hanging and decorative work* continues to be active.

*Stonecutters and builders' labourers* report conditions very favourable.

*Plumbers and gasfitters* report work fairly good.

The several branches of the *metal trades* are fairly well employed, especially the *boilermakers*.

The *woodworking and furnishing* trades continue as busy as during the previous month.

Among *printers*, there is a relaxation in the demand, and conditions are not as promising as they were in July.

*Railway employees* in all branches are exceptionally busy. One of the features of this activity has evidenced itself in a slight increase in wages and reduction of hours.

### District Notes.

At *Sydney* continued activity is reported and the printing trade is mentioned as being specially busy.

The demand for carpenters to work at the Port Hastings Coal Company's pier has been a feature of particular interest in that vicinity during the month.

### CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, Correspondent*, reports as follows:—

The general condition of the labour market during August was practically the same as in July, supply and demand being well balanced. The exceptional activity in the building trades which ruled last month had slightly declined. Trade is in a healthy condition, and a new bank was opened in Charlottetown during the month. The tourist traffic on August 1 showed an improvement over the month of July, but towards the last of the former month the volume of travel began to decline. The carpenters employed on the Hillsborough Bridge, the construction of which is being rapidly pushed forward, have had an increase in their wages, the minimum wage per day now being \$1.75 and the maximum \$2.50. Unskilled labourers on the above work have also had an increase, the minimum being \$1.50 and maximum \$1.75. Relations between employers and employees have continued harmonious.

*Harvesting* was generally in progress throughout the province at the end of the month, and the supply of labourers was lessened by the departure of

600 harvesters to the North-west. The weather was favourable, and the crop is being housed in good condition. About the middle of the month the crop prospects, as judged from the bulletin issued by the Provincial Department of Agriculture were as follows : Hay and clover, 76·9 ; wheat, 104·5 ; oats, 94·4 ; corn, 48·6 ; potatoes, 81·6 ; roots, 97·4 ; pasture, 64·7 ; apples, 83·8 ; plums, 71·4 ; cherries, 60·9 ; berries, 68·5. The output from the cheese factories will be slightly larger, and the yield from the fisheries in August will equal that of July.

The *lobster fishing* season in one section of the province closed on August 20, after an average catch had been taken.

The Hillsborough Bridge and Southern Railway construction has been vigorously carried on, and some men had to be brought from the other provinces to supply the demand for a particular class of workmen.

*Bricklayers and masons* have been fairly busy.

*Carpenters and joiners* have been steadily employed.

*Lathers and plasterers* report a slight increase in employment.

*Painters, decorators and paperhangers* have not been as busy as last month.

*Plumbers* have been fairly well employed.

*Builders' labourers* report no change from last month.

*Iron moulders, iron workers and machinists* have had steady employment, a number being obliged to work overtime, the Hillsborough Bridge contractor requiring a large amount of iron work.

*Linemen* have been steadily employed at new work consequent on the centralization of the electric light plant.

*Bicycle workers* have not been as busy as last month.

The *woodworking and furnishing* trades showed little change from July.

*Printers and bookbinders* have been busy, the demand for the former slightly exceeding the supply.

*Journeyman tailors* have found August a quieter month than July.

*Boot and shoe workers* have been busy.

*Bakers and butchers* have been busy.

*Barbers* report business brisk.

*Railroadmen, steamboatmen and long-shoremen* have been busy.

*Unskilled labour* was employed to about the same extent as in July.

## ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, *Correspondent*, reports as follows :—

Conditions in the labour market during the past month were on the whole much the same as in July. Construction on the Elm Street School House is progressing rapidly, and a new chapel is being added to St. Vincent's convent, giving employment to a large number of *bricklayers*. Bank clearings for the four weeks ending August 28, amounted to \$3,421,557 ; for the corresponding period last year, they were \$3,401,984, leaving a balance in favour of this year of \$19,573. Wholesale and retail trade is reported to be good, the preparations being made for the opening of the interprovincial exhibition tending to give an impetus to trade generally. About 15 or 20 men quit work on the I.C.R. improvements near Gilbert's Island the first of the month, on account of the hours of labour. They had been working ten hours a day, but wanted nine. Some of the men returned next day and the balance a few days later. It is understood that their pay has been increased five cents per day.

*Agriculturists* report the hay, grain and root crops heavy this year, but that potato rot has appeared in some places owing to the prevailing wet weather of the season.

The *fishing industry* is dull now, but the men are looking forward to a good run of fall shad.

Some of our *lumber operators* are making arrangements to send men into the woods.

*Bricklayers and masons* are steadily employed.

*Carpenters and joiners* report work plentiful.

*Painters and decorators* are not busy, work being reported as only fair.

*Builders' labourers* are in demand.

*Iron moulders* report work good. All the moulders who went on strike April, 1901, have secured work elsewhere, thus virtually ending the difficulty.

*Machinists and engineers* report work fair.

*Woodworkers, carriage and wagon makers* are busily employed.

*Shingle sawyers and bunchers* continue active.

*Printers, pressmen and bookbinders* are pretty steadily employed, although there is a tendency of slackness in the former trade.

*Journeymen tailors* report work brisk.

*Cigarmakers* consider business fair.

*Broom and brush makers* are very busy.

*Hotel and restaurant employees and railway employees* continue active on account of the large influx of tourists.

*Laundry workers* are exceptionally busy.

*Freight handlers* are busy, and have received a slight increase in pay, ranging from three to ten cents per day.

*Steamboat and firemen* are constantly employed.

*Ship labourers* report work only fair.

*Street railway employees* are very active, several new conductors being added to the staff to accommodate the large number of people attending the exhibition.

*Cab drivers and hackmen* are also busy.

The hod carriers and mortar men organized August 27, with about seventy members.

### District Notes.

*Dorchester.*—Work in the Intercolonial Copper Mines is being pushed rapidly.

About 2,500 feet of the tramway from the mines to the mill will be put in operation as soon as the equipment arrives.

*Hillsboro.*—A new oil well was shot on August 15. It is stated that the well has a better flow than those at Memramcook. The crude is of fine quality, worth \$6 per barrel.

*Woodpoint.*—Between 3,000 and 4,000 tons have been shipped to Cape Tormentine from the Henry C. Read quarry. Grindstones are also being manufactured for shipment to the United States.

*Moncton.*—The moulders strike is practically at an end, the majority of the men having secured work elsewhere.

### QUEBEC, QUE., AND DISTRICT.

*Messrs. E. Little and P. J. Jobin, Correspondents,* report as follows :—

General labour conditions have been on the whole satisfactory during the past month, though the supply has been uniformly adequate to the demand. Activity is chiefly noticeable in the building and tourist trades. The contract for the erection of the Ross rifle factory has been signed, and the sub-contract for the masonry and brickwork in connection therewith has been let. Satisfactory progress has been made upon the Quebec auditorium, and the contracts for the electric work, roofing, steam heating, plumbing, painting and glazing, &c., have been awarded. There has been no unrest in the labour market during the month.

*Crops* have made good progress during the latter half of the month, and an abundant harvest is now anticipated. A sufficiency of men for the garnering of the harvest is assured by the shutting down of a number of large saw-mills, which have finished their season's cut.

Good progress has been made on the Lévis electric railway.

The *metal and shipbuilding trades* have been well employed. The work in connection with the latter branch has been carried on day and night. The steamship

*Indiana* is recently out of the graving dock, and two other iron steamers are being repaired in the floating docks, with others awaiting their turn. Still others have been forced to go into dock in New York, being unable to secure the necessary accommodation here. Corresponding with this activity, the allied trades of *boilermaking*, &c., have been well employed, though no overtime has been worked.

The *woodworking trades* have been very busy in connection both with new buildings being erected and repairs being carried out on old ones.

*Printers* report trade slack toward the end of the month.

With *bookbinders* work has been plentiful.

*Boot and shoe workers* report conditions as only fair, though with a slight improvement over last month.

The *longshoremen* have made a good month.

*Cigarmakers* report work plentiful.

*Tourist* travel has given much additional employment during the month to *railway and steamboat employees*, as well as to *street railway employees, cab drivers, expressmen*, &c.

*Unskilled labour* is fully employed, a scarcity of men in some instances being recorded.

#### District Notes.

*Shawinigan Falls*.—A new labour organization has been formed under the title of the Shawinigan Protective and Benevolent Union.

A strike of the employees of the Belgo-Canadian Pulp Company occurred, the men going out for an increase in wages and for modifications of certain shop rules. The men were out three days when a settlement was arrived at through the intervention of the Mayor and Council, concessions being made by both parties to the dispute.

*Point Levis*.—The Dominion Government is carrying out a number of improvements at the Intercolonial Railway depot.

#### SHERBROOKE, QUE., AND DISTRICT.

*Mr. H. Logie, Correspondent*, reports as follows :—

The condition of the labour market during the month of August has shown little change from that of the previous month. In all branches of skilled industry there has been activity. In the *machine shops* the demand for mechanics is especially good. The *retail trade* has not been so brisk as at this season last year, owing to the exceptionally wet and inclement summer. As a consequence the dry goods merchants will have, in most instances, to carry over a considerable quantity of stock. There have been no industrial disputes between employers and employees during the month.

As to *agricultural conditions*, it may be stated that the hay crop, although late in being cut, shows a larger yield than that of last year. In some cases it was considerably damaged by the heavy rains after cutting. All other crops are very good. Farmers are complaining of the scarcity of help, and although they are offering good wages, are unable to get men in sufficient numbers. The inducements held out by the railway companies to young men to go west on the harvest excursions is alleged by many of the farming community to account for this scarcity. It is a noticeable feature that many who go out remain in the west.

In the *lumbering industry* preparations are being made for the winter's work, and men are being hired to go into the woods when the season opens. Although the wages paid last year were considered very good, lumbermen will be compelled to raise them in order to secure a sufficient number of men. As high as \$30 per month is offered for first-class log-makers, while general hands are offered \$25. This, of course, includes board. Only a few years ago the prices paid did not exceed \$16 per month.

There is considerable activity at the *asbestos mines* at Black Lake and Thetford. Within the last few weeks several copper properties have been opened up by Ameri-

can capitalists, and this has given employment to quite a number of men. It has been decided to erect a *smelter* at Sherbrooke for the treatment of copper and iron ores from the mines in the neighbourhood.

*Surveyors* are at work surveying a new route for the Canadian Pacific Railway between Lennoxville and Cookshire, a distance of 12 miles.

*Bricklayers and masons* have been fully employed during the month, several large contracts being held by local contractors in the city and district. At the new mills of the new pulp and paper mills, Brompton, Messrs. D. G. Loomis & Sons have some sixty bricklayers and labourers employed. A Quebec firm of contractors have the large additions to the head offices of the Eastern Township Bank, and have a large gang of masons at work. There is considerable work in alterations and additions to hotels, &c., and several new wooden dwellings are under way, which keep the carpenters and joiners busy.

*Lathers and plasterers* find plenty of work.

*Painters and decorators* are fully employed.

*Builders' labourers* are very scarce.

*Iron moulders* report work as being very good. A casting reported to be the largest ever turned out in eastern Canada was successfully cast in Jencke's last week. It weighed 70,000 pounds.

*Machinists* are very busy. The orders in the two large shops which make a specialty of mining machinery will keep the men fully employed for some months to come.

*Blacksmiths* report work as steady.

*Wood workers* in sash and door factories report work during the month as being somewhat quiet.

*Carriage and wagon makers* report business good, both in regard to new work and repairs.

*Pattern makers* are fully employed.

*Printers and pressmen* are working overtime, owing to some big rush orders.

*Journeymen tailors* report business brightening up a little from that of last month.

*Garment workers* find work fairly plentiful.

*Bakers and confectioners* report business good.

*Cigarmakers* are in good demand, and both factories are running to full capacity.

The *laundry work* was considerably affected this month by the unsettled weather.

*Cabmen, hackmen and carters* have plenty of work.

*Unskilled labour* is very scarce, and quite a number of Italians have settled in this section, finding ready employment. Messrs. Greenleaf & Doring, American contractors, who are erecting a new dam and paper mills at Windsor Mills, have about 400 men employed at the former work, and more would be given employment if they applied.

### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent*, reports as follows:—

The conditions of the labour market in the city and district have been very satisfactory and much better than during the previous month. Labourers have been very busy and scarce. In fact a number had to be brought in from the surrounding country to help in the unloading of ships. The principal sources of employment have been the loading and unloading of vessels at the elevator. The laying of gas mains for the Gas Company and work on the new wharf commenced three weeks ago. Dredging has proceeded very rapidly and a large portion has already been completed. A goodly number of vessels have entered this port during the month. Some of them came to load with lumber and the others to discharge coal and plumbago. In the dry goods and groceries lines conditions are much better than last month.

The *coal trade* has not been good, a condition due to the existing strike. On

the other hand, the *lumber trade* is much better and the merchants are doing a splendid business. The mills sawing logs are continuously employed, but there are still 1,000,000 logs to be sawn. The mills will have to run night and day if these logs are to be cut this year.

*Farming* this year is in general twenty per cent better than last. The hay crop is now garnered and is forty per cent better than last year, and in certain localities room cannot be found for the whole of it. Oats are also more abundant. The potatoe crop is about the same.

The *fishing industry* has been very quiet.

The *factories* have all work and some of them are not able to fill their orders.

*Tailors* are very busy.

*Bricklayers and masons* are well employed.

*Carpenters and joiners* are in great demand, and receive good wages.

*Painters* have been busier than last month.

The *glove, and boot and shoe manufacturers* have a great deal of work and are employing a large number of hands.

## ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows :—

The condition of the labour market has been more favourable during the present than it was during the past month. All classes of workmen have been fully employed and in some of the manufactures overtime has been the rule. Banking institutions report flourishing conditions. No changes have taken place in the hours of labour or in rates of wages.

Notwithstanding unfavourable weather the *farmers* have been able to save their hay crop in good condition. They report that the grain crop is going to be very abundant.

*Carpenters and joiners* have had a good month.

*Plumbers* have been very busy.

*Machinists* have had more than an ordinary share of work, and competent hands are in demand.

*Blacksmiths* have been fairly well employed during the month.

*Printers* have had a great deal of work during the month.

*Bakers* are doing a good business.

*Tanners and curriers* have been busier during the month than for some time past.

*Cigarmakers* have had plenty of work during the month and have formed a union. The cigar factory employs at present about sixty persons composed of men, women and children. The manufacturer has decided to use the blue union label on his cigars. There is a demand in this branch for competent workmen.

## HULL, QUE., AND DISTRICT.

*Mr. Rodolphe Laferrière, Correspondent,* reports as follows :—

August compares very favourably with the past two months, and with the corresponding month in last year to the extent to which labour generally was employed. On the whole the past month has been exceptionally active with the demand for labour much in excess of the supply. The usual picking up of business after a good crop is in part accountable for this, but the field of activity spreads also to *lumbering, building, shipping, &c.* Wages offered to bushmen are higher than are known to have been paid. A firm lumbering in the district of Lake Superior offered to hire men at from \$28 to \$60 per month and board for shantying this winter, with promise of keeping them for sawing in the mill for the next five years at the best possible wages. Permanent agents have been appointed in different centres with orders to hire all the time; yet in spite of these attempts a sufficient number of men cannot be found.

*Crops* are reported from all parts of the county to be most satisfactory. Hay is heavy but prices, it is feared, will not reach what they were during the African war.

*Lumbering, shipping, paper and pulp making* are very active.

*Mica mining* is active in the Ottawa district, and the demand is quite equal to the production.

The development of *phosphate* properties is going on in a limited way, although the price is still very low, some of the better properties, such as the Little Rapids, High Rock, Union and one or two other properties in the township of Templeton, may still be worked at a profit.

A fire which occurred in August in the Sills mica shops in Ottawa, threw about 30 Hull girls out of employment for some time, but they found work at the General Electric Company.

The girls at the *Eddy match shop* here resumed work after a month's holiday. About 200 from Hull are employed at that work.

The *building trades* are all exceptionally busy, and will be kept so for some time, as it has been practically decided to build large pulp mills on Table Rock for the Ottawa and Hull Power Company in Hull. This is a two-year job. Other extensive buildings are those being put up by Hull contractors for the government at Ottawa, and which employ a good number of Hull men. The construction of the royal mint is another opening for the building trades. In Hull proper, a score of buildings, stone and brick, including offices and shops at Eddy's, are going forward. Wages vary from \$1.35 to \$3 per day.

#### OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, *Correspondent*, reports as follows:—

August was not a month of exceptional activity in Ottawa. The first two weeks were quiet in business circles owing to the

unseasonable weather, and to the fact that the farmers were busily engaged harvesting. In the city, labour was fairly well employed, while in the county there was an active demand for farm help. A large number left this district to work in the western grain fields, including about two hundred young men from this city.

There was no exceptional activity in any particular trade. All the building trades were steadily employed, but a doubt as to the future was caused by a strike of the plumbers and steamfitters which showed no sign of being settled at the end of the month. The men filed a request for increased wages and a change in shop regulations which the employers did not notice and the strike ensued. The revised schedule demanded: First, that every plumber shall receive \$1.50 per day for the first six months after he has served his apprenticeship of four years, after which time he shall receive the standard rate. Second, that no master plumbers shall send out any apprentice or helpers to do any work pertaining to plumbing or steam-fitting until he has served his full term of four years. Third, that 25½ cents per hour be the minimum rate of pay for all tradesmen. Fourth, that one apprentice shall be employed for every five plumbers or section thereof in each shop. The union decreed that these clauses should go into effect on August 25, and not receiving a consent from the employers the strike resulted. It is said that the employers are favourable to a 25 cents an hour minimum rate for competent men, but refuse to allow the union to enforce its shop regulations. The present minimum wage is 22½ cents an hour.

A large number of *shanty men* left for the bush during the month. The demand for men exceeds the supply and wages are the highest in years.

There was considerable discussion at the second meeting of the Allied Trades and Labour Association in August, over a proposal to withdraw the privileges of the delegates from the International Book-

binders Union to a seat in that body. There are only a few members in the National Union, which is exclusively local in character, the bulk of the members of that trade belonging to the branch of the International Union here. The International men desire the National men to go into that Brotherhood, and as an inducement reduced the initiation costs from \$10 to \$2.50. The National men, however, decided not to affiliate and the differences which arose were transferred to the Allied Association. The motion to expel the National union delegates was defeated, and the situation remains as it was and as it has been for a few years back.

*Railroad men* had a very busy month owing to the numerous excursions and heavy traffic in connection with the Central Canada Exhibition.

#### KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, Correspondent*, reports as follows:—

Labour generally continues to be fully employed, with no diminution in the demand for mechanics and labourers of nearly every kind. Exceptional activity continues to prevail in connection with the *building trades, transportation, shipping, banking, &c.*, also continue very active, while the wholesale and retail trade is exceptionally good. There have been no changes in rates of wages, or hours of labour, and no strikes or lockouts reported during the month. The strike at the Canadian Locomotive Works, however, continues. The company has commenced suit against the strikers for \$30,000 damages.

*Harvesting* is in full operation, and crops of every kind are most abundant. The *lumber, fishing, manufacturing and mining* industries, also continue active.

*Metal workers, engineers, shipbuilders, &c.*, continue to be fully employed.

The *woodworking and furnishing trades* also continue active.

The *printing and allied trades* are very brisk.

*Clothiers* report increased business.

Trades engaged in the preparation of *foods, tobaccos, &c.*, are very busy.

The *leather trades* continue somewhat dull.

*Barbers, broommakers, clerks, furriers, hotel and laundry employees* are rushed.

Trades engaged in the *transport business, railroad men, freight handlers, street railway employees, cabmen, teamsters and unskilled labourers* are well employed.

#### District Notes.

The Kingston District Fair has proved a more complete success, financially and otherwise, than for many years. The exhibits generally were above the average, and the attendance, considering the busy season, very satisfactory.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent*, reports as follows:—

The condition of the labour market in this city and district shows no material change from the month preceding. There is plenty of work in all branches of trade and unskilled workmen are very busy. The city is building granolithic pavements and a great many men are employed in this work. In consequence of the burning down of the moulding shop attached to Marsh & Hawthorne's foundry together with its contents on August 21, about twenty men were thrown out of employment for a couple of weeks. The workmen lost all their tools. The firm was rushed with orders at the time. The loss is covered by insurance. In the building trades the month has been a good one. Some contractors report that they have been obliged to send elsewhere for men. Banks report a good month's business and merchants report the month ahead of last month.

There have been no strikes or lock-outs exists between the workmen and their employers among the workmen and their employers.

The month has been a busy one among the *farming class*. The crop has been a very heavy one.

The month has been a quiet one for the *fishermen* in this district.

*Lumbering operations* are at a stand still at present. During the past week the last drive of logs of the season was rafted and taken to Trenton. The men will soon go to the woods again to cut next season's supply.

*Mining* is going steadily on and a great many men find employment in the different properties in North Hastings.

*Manufacturing* at present is in a healthy condition. The lock factory is rushed with orders and the prospects are very bright for this institution. A local company recently shipped 1,000 dozen lanterns to Winnipeg, and reports business steadily increasing.

*Bricklayers and masons* report a busy month, and the prospects ahead are bright.

*Carpenters and joiners* have all the work they can attend to.

*Lathers and plasterers* report a busy month.

*Painters* report a good month and plenty of orders on hand.

*Plumbers and steamfitters* report a busy month.

*Stonecutters* are very busy in this district at present.

*Machinists and moulders* report a very busy month.

The *barbers* of this city have formed a local union for the purpose of getting better prices for their work. Hair cutting has advanced five cents, whisker trimming five cents, razor honing ten cents.

*Printers* report a very busy month.

## TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, Correspondent, reports as follows :—

There is no noticeable change to report in the general conditions and prospects of labour since last month. Nearly all classes of skilled and unskilled labour are in demand, and in some lines there is a considerable shortage of help. The opening of the Toronto Industrial Exhibition on Monday, September 1, and the anticipated influx of visitors to the city has had a stimulating effect upon all kinds of business, and has increased the local demand for labour in many branches. The prospects of a good harvest, both in Ontario and in the North-west, have also encouraged manufacturers and merchants to prepare for a brisk fall and winter season, and as a result the workers in nearly all trades have plenty of employment.

The *building trades* are all well employed, conditions being similar to those of last season, owing to the great demand for residences, new business places and factories. There was a noticeable shortage of *bricklayers* about the middle of the month, but since that time the demand has been filled. Very few *carpenters* are out of employment. *Lathers and plasterers* are busy. *Plumbers and steamfitters* are in many cases working overtime and have work ahead for months. There is a demand for more men in both these branches, more especially in the former.

The *metal trades* offer plenty of employment. *Iron moulders* are all busy. The men thrown temporarily out of employment by the strike at the Gurney foundry on the 16th instant have succeeded in finding work elsewhere. *Machinists, blacksmiths, boilermakers and sheet metal workers* have had a prosperous month. The construction of a new steel boat for the Algoma Navigation Company, by the Bertram Shipbuilding Company, here, to cost \$110,000, will give employment to many men during the fall.

*Jewellers and silversmiths* have had a good month, and manufacturers find it difficult to overtake orders. Some establishments are working overtime.

*Wood workers* report a good demand for labour. The *piano trade* is very brisk, and practically no men in that trade are out of work.

*Printers* have had about an average month.

*Bookbinders* are a little slack, as is not unusual at this season, but expect a busy fall.

*Journeymen tailors* (custom) report a somewhat busier season than customary for midsummer, with few, if any, out of work. The settlement of the difficulty with employers as to workshop accommodation has been deferred for the present.

*Garment workers* on ready-made goods have been steadily employed. The trade of Toronto in this line continues to develop, and there is an active demand for female labour, both skilled and unskilled. Some shops have been working overtime, but this tendency is less prevalent than formerly.

*The manufacture of women's underwear* is an industry that has also grown very rapidly in Toronto of late. Five large establishments in this line have been started during the past two years, and the number of operatives, nearly all females, engaged in this branch is upwards of 800. They are paid by piece work. A grievance of which many of them complain is that they are charged for the thread and buttons they use, which in some cases reduces their wages by 50 cents per week.

*Boot and shoe workers* continue well employed. There is a growing tendency in this line towards the engagement of female labour.

*Bakers and confectioners* are particularly busy at present, in view of the approach of the Industrial Exhibition, and are likely to be in good demand until the Christmas holidays.

*Cigarmakers* are all employed, and many others could obtain work. The trade is largely concentrating in Toronto, and there have recently been many arrivals of skilled

workers from the east who have found employment in the shops here.

*Laundry workers* find business active; some of the establishments are anxious to engage additional female labour.

The tide of summer travel and the harvesters' excursions to Manitoba made August a busy month for all engaged in *railway work and transportation* generally. The *longshoremen*, however, are still inactive on account of the continuance of the anthracite coal strike.

*Railroad teamsters*, who work from 6.15 a.m., usually until 7 p.m., are agitating for a shorter work-day.

The *cornice sheet metal* workers employed by the Metallic Roofing Co., 15 in number, went out on strike August 7th, on the ground that the company had refused to sign the agreement entered into between the sheet metal workers and the firms employing that class of labour. The men belonging to other unions, particularly those employed on the Exhibition buildings and at Polson's ship yard, refused to handle the goods of the company. The Metallic Roofing Co., has applied to Mr. Justice Falconbridge for an injunction to restrain local union No. 30, Amalgamated Sheet Metal Workers' International Association, and certain members of the union, from unlawfully interfering with the company's business. The unions and the members in question are also being sued for damages.

On the 25th of the month the Secretary Treasurer of the Toronto Carpet Manufacturing Company was fined \$50 and costs by Police Magistrate Denison for a breach of the Alien Labour Act. There were two charges brought against him for the bringing in of workmen from Lowell, Mass. It was proved on the trial that one was a native of Quebec, so the charge was dismissed. The other, however, testified that he was born in Connecticut. He was declared to be an alien and the magistrate imposed the minimum fine.

The strike of the textile workers against the Carpet Manufacturing Company is

still on. The Company is importing help from Quebec province.

### District Notes.

*Toronto Junction* will shortly be supplied with electrical power by the Humber Power Company, the wires for which are now being strung. The Council has agreed to accept electric light from the company, commencing October 1.

The *Schromberg and Aurora electric railway* was completed on Friday last. It connects with the Metropolitan line at Bond's Lake, and will enable the people of Schromberg to reach Toronto in an hour and a half, and bring in the trade of a rich agricultural district.

### HAMILTON, ONT., AND DISTRICT.

*Mr. Samuel Landers, Correspondent*, reports as follows:—

The labour market at the close of this month in comparison with July is about the same. Opportunities for employment are very good in most trades. The industrial prospects of the city are very bright. The Westinghouse Air Brake Company has decided to manufacture electrical machinery here. About 1,000 men are to be employed in the new factory, and electrical machinery of the very latest kinds will be made in this city. The Deering Harvester plant is also under way and its buildings are of the following dimensions, 350 feet by 90 feet; 290 by 80, and the third 250 by 80. The fourth is considerably smaller, being 40 x 40 feet. Large shipments of wool were made from Hamilton during the month, one firm shipping \$5,000 worth to Lawrence, Mass. The labour market has experienced two or three disturbances during the month by *bakers, electrical workers and hatters* demanding shorter hours and increased pay in the former two cases. The latter case was one of discipline and was quickly remedied. The bakers secured an advance in wages while the electrical workers' demands are being arbitrated.

The quotations on the market at the end of the month were as follows: Old wheat, 80 cents a bushel; new wheat, 72 cents; old oats, 48 cents to 48½ cents; new oats, 29 cents to 30½ cents; rye, 51 cents. Hay was \$10 to \$12 a ton, and straw, \$6.

*Agriculturists* in the outer country districts are very busy, threshing going on everywhere. The grain threshers of Hamilton are about to become affiliated with the International Grain Threshers' Protective Association. The objects of the organization are to establish a universal price of work and to reduce expenses in advertising.

*Manufacturing* is fairly prosperous and business is generally good. The double tracking of the G.T.R., beyond St. Catharines, and the extension of the H.G. & B. Electric Railway is giving employment to many unskilled labourers.

The *iron* industries, such as rolling mills, smelters, &c., are very busy as well as stove and other iron foundries.

*Coal* is reported as being plentiful in the city at \$7 per ton, having advanced from \$6. *Wood* has been advanced from 50 cents to \$1 per cord. The *ice business* which is an extensive one here, as well as *mineral water industries*, has suffered considerable loss owing to continued cool weather. *Hotels* are also generally affected. The Hamilton Iron and Steel Company, at its annual meeting during the month, declared a 6 per cent dividend. It was decided to double the capacity of the steel plant and put in other apparatus at a cost of \$200,000.

The *building trades* are enjoying a very busy season and *bricklayers, carpenters, plumbers and builders' labourers* are all well employed at good wages.

*Iron moulders* on machinery and agricultural implements are fairly busy, but *stove plate moulders* are very busy and never in the history of the trade in this city were conditions better. Some 350 men are employed.

*Machinists and engineers* are enjoying a share of the busy season. *Electrical workers, linemen, operators, &c.*, are out on strike awaiting the selection of arbitrators who will settle their differences with their employers.

*Stove mounters* are very busy and all men are well employed.

The *furniture working trades and hard wood house fitters, varnishers, polishers, &c.*, are fairly busy and few idle men are in the city in this line.

There are about 25 *coopers* employed in the city at fair wages and steady work.

The *printing trades* are all very busy and an idle printer is unknown here at present. Good wages prevail and this may also be said of all of the allied crafts.

*Journeymen tailors and garment workers* have had a dull season.

*Hat makers* are fairly busy. A strike occurred in the local hat factory through a non-union man being employed. The man left and the men returned to work.

The *boot and shoe making trade* is a little better this month than last.

*Bakers* report trade very good. The shop which locked out the men has engaged non-union men, and the men have secured employment elsewhere. The journeymen bakers during the month asked an increase of wages, and presented the following scale:—

‘Foremen shall receive not less than \$18 per week ; journeymen not less than \$11 per week ; helpers not less than \$8 per week ; jobbers not less than 25 cents per hour.

Day men shall not receive less than \$10 per week.

No master baker to be permitted to keep a union man in board.

No union man to be allowed to work on any holiday, only to prepare for the night following.’

The *master bakers and men* met together, however, and the following scale of wages was agreed upon :—Foremen, \$18 per week ; journeymen, \$11 per week ;

day hands, \$10 per week ; jobbers, 20 cents an hour ; helpers, \$8 a week. The men withdrew the clause respecting men not working on legal holidays. In their original document they asked that two-year apprenticeship be classed as jobbers and paid \$8 a week, but later they agreed to alter this, and now three years’ apprenticeship will make a man a journeyman. Their demand that union men only be employed was altered to read that union men, if competent, be employed. The new agreement will go into effect on September 1, and will be binding until May 1. The men will give two weeks notice in future when they want alterations made.

There is considerable activity in the *butcher* business here, several large outside firms having established agencies in the city. A butchers’ union was formed.

*Cigarmakers* are very busy.

*Leathers workers* on horse goods are fairly busy.

*Barbers* have had a busy month, the advanced prices are working satisfactorily.

*Railway men* are well employed.

*Longshoremen* have been very slack during the month.

*Street railway employees* are very busy.

*Cab drivers, carters, teamsters and expressmen* are having a fair share of prosperity.

During the month a union of *Meat Cutters and Butcher Workmen* was formed, affiliated with the International Union.

A brewery workmen’s union was also formed, affiliated with the International Union, Secretary, Jas. Freeborne, 32 Claude Ave.

A theatre employees’ union was also organized during the month.

The Police Magistrate fined three tailors 50 cents each for violating the Lord’s Day Act and working on Sunday.

### District Notes.

*Dundas*.—During the month a serious fire occurred at the works of the Canadian

Cotton Batting Company's works, putting several men out of work and involving a loss of \$3,500.

The Valley City Seating Company has received an order from the old country for \$50,000 worth of goods. There is a prospect of a glass factory starting in town, employing about 40 men.

*Port Colborne.*—A large number of Italians, who had been employed on the harbour works here and who started for the United States recently, were turned back by the United States Immigration Inspector at Buffalo. Municipal and government works employ a number of men. The labour market is in good condition.

*Welland.*—Boiler and engine works and ship yard are running to fullest capacity. Wire fence works running night and day. The new flour mill is running full time. Building operations are reported good, and there are good prospects for the location of a large ship yard and a \$4,000,000 steel plant here. The Dominion Government has placed in the year's estimates \$250,000 for improvements to the Welland Canal within ten miles of here.

*Niagara Falls.*—There is a splendid demand for unskilled labour. Several small strikes for higher wages have failed. Building operations are brisk. Municipal works employ quite a number of men. Factories all running full time. The double tracking of Grand Trunk Railway west of here employs many teams and large gangs of unskilled foreign labour.

*St. Catharines.*—The saw makers of St. Catharines have organized.

## BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows :—

The conditions of the labour market continue to be as favourable as during July, and more favourable than during the corresponding month of last year. One of the large Agricultural factories, employing between 600 and 700 men, which usually

completes the season's work about the 1st of August, has been forced by press of orders to run steadily throughout the entire month, and it is expected that the shut down this year will be one of the shortest in its history. The supply of skilled labour in the *building trades* is scarcely equal to the demand, and the scarcity of *unskilled labour* is seriously affecting operations in this locality. The Ham & Nott Manufacturing Company closed their factory two weeks during the month for stock-taking and repairs. Several factories which were working extra time in the morning in order to give the employees the Saturday afternoon holiday, have gone back to the regular hours of labour.

*Farmers and market gardeners* have been very busy during the month. Grain crops are exceptionally heavy, notwithstanding the wet weather, which did considerable damage.

The *Brantford & Paris Electric Railway* is being pushed to completion, and an advertisement for 50 more men to work on it has been in the daily papers all month.

The extensive improvements on this section of the T. H. & B. Railway has afforded employment to a number of men.

*Reconstruction operations* upon the main line of the Grand Trunk Railway were commenced about the middle of the month. The greatest difficulty is experienced in securing men and teams to do the work.

*Bricklayers and masons* have been very busy ; the supply of labour is hardly equal to the demand.

*Carpenters and joiners* have had plenty of work.

*Painters and decorators* report steady work for all local men.

*Plumbers and gasfitters* report a good month.

*Steamfitting* is slack at this season.

*Builders' labourers* have had steady employment.

*Iron and brass moulders and core makers* continue to be very busy.

*Machinists* have in many cases been working overtime.

*Metal polishers, buffers and platers* report plenty of work during the month.

*Stove mounters, blacksmiths and boiler-makers* have had plenty of work.

*Horseshoers* report a good month. All local shops have been closed on Wednesday afternoon during the month.

For *Carriage and wagon makers*, and for *pattern makers and millwrights*, there has been steady employment.

*Coopers and weavers* have worked steadily during the month.

*Printers and pressmen* report trade quite satisfactory. Some have worked overtime.

*Journeymen tailors* have been rather slack during the month.

*Bakers and confectioners* have been busy.

*Cigarmakers* have had a good month.

*Barbers* have had a steady month.

*Clerks* in dry goods houses report trade fair; in grocery and fruit stores trade is brisk.

*Stenographers and delivery employees* have had steady employment.

*Hotel and restaurant employees* are in demand, especially the former.

*Laundry workers* report a fair month. Warmer weather would have made trade better.

*Railroad trackmen* have been very busy during the entire month.

*Carters and draymen* have been active.

For *unskilled labour* there has been a steady demand.

### District Notes.

*Paris.*—The erection of a large plough factory is affording employment to a large force of men, and more would be put on if they could be secured. Operatives in the mills have had a steady month.

### GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent*, reports as follows:—

The condition of the labour market has somewhat improved during the past month, and there are few idle men. Outside work has been steadier than in July, when excessive rains prevailed. With inside workers employment has been very steady for the season of the year. Prospects are for an excess of employment in some lines, especially these connected with the *building trades*. There have been no important changes in the rates of wages during the month. A by-law is before the city council proposing to grant a bonus of \$40,000, extended over a period of years, to a company which will produce 2,500 tons of piping, tubing, &c., per year and employ about 125 hands. It will be the only company of the kind west of Montreal. The contracts for the construction of a new sewerage system have been let, and work will shortly commence. Contracts have also been let for the McDonald buildings at the Ontario Agricultural College, for which \$125,000 have been donated, and work will shortly commence. The erection of a new brewery, 100 x 40, four storeys in height, has been commenced.

The *grain harvest* is now nearly completed and threshing has commenced. Fall wheat yields 40 bushels to the acre, and other crops in proportion are common. All varieties of grain give promise of the best yield in years, and together with the high price of live stock, will make the year a very profitable one for the farmers of this locality.

Employment in the *building trades* has improved during the month and much new work has been begun.

*Bricklayers and masons* are all steadily employed.

*Carpenters and joiners* are very busy.

*Painters and paperhangers* report a scarcity of men. Much jobbing work is being done.

*Builders' labourers* are busy.

*Iron moulders* have been well employed, as have also *machinists and sheet metal workers*.

*Woodworkers* have varied somewhat. Those employed in one large factory have lost some time owing to improvements being under way, but with the remainder work has been steady.

*Plaining mill men* are working overtime.

*Carriage workers* report trade as fair.

*Coopers* are beginning to recover from their slack season with the marketing of the apple crop.

*Printers* have had an exceptionally busy month for August.

*Tailors* report business 'as good for August and as better than for July.

There has been a slight agitation against the prices charged by both butchers and bakers during the month, it being claimed that the same products were sold at lower rates in the neighbouring towns. A committee of the Trades and Labour Council is investigating the matter.

*Cigarmakers* have had a good month.

*Laundry workers* report themselves as handicapped by the influx of the Chinese laundries, there being six of the latter class of laundry now in the city.

*Textile workers* have had a very busy month.

*Teamsters* are more fully employed than in July.

There is a good demand for *labourers*, and when work on the new sewerage system commences there will probably be a scarcity of men.

## STRATFORD, ONT., AND DISTRICT.

Mr. W. H. Westbrook, *Correspondent*, reports as follows:—

The condition of the labour market remains about the same as last month. All

workmen are employed and a demand for unskilled labour is still noted. Relations between employers and workingmen are generally of a satisfactory character. In the building trades much activity prevails, two large factories being in course of erection, to be completed by fall. These will give employment to about 175 hands at first.

The *farmers* of this district having completed harvesting, are generally of the opinion that, in spite of the continuous rains of the last two months, the damage caused was not so great as expected and that total returns from the year's operations will be above the average.

All local *manufacturing industries* have plenty of work on hand with good prospects for some time to come.

*Bricklayers and masons, carpenters and joiners* are all employed, working sixty hours per week.

*Lathers and plasterers* are very busy.

The *painting, decorating and paperhanging trade* is reported as being fair, wages paid averaging 15 cents per hour.

*Plumbers* report plenty of work.

There is a demand for *builders' labourers*.

*Iron moulders* are busy.

*Machinists* are very busy. Several have left here this month for the North-west. Wages paid are about 20 cents per hour.

*Blacksmiths and boilermakers* are all employed.

*Bicycle workers* report having plenty of work.

*Horseshoers* report trade as being fair.

In the *woodworking and furnishing trades* the men are all employed and the industries are in a flourishing condition.

*Carriage and wagon makers* are very busy but not many are employed here at the trade.

*Pattern makers* are all employed.

This has been a slack month for the *printing trade*, but no men have been laid off.

*Bookbinders* are all busy.

*Journeymen tailors* report trade dull.

*Garment workers* are very busy in anticipation of the winter's trade.

*Bakers and confectioners* report having done a good month's business.

*Butchers and meat cutters* have had a slack month.

*Cigarmakers* have had all the work they could do.

*Barbers* report trade somewhat dull.

*Stenographers and delivery employees* report having plenty to do.

All employed in *railway work* have had plenty of work for the month with prospects good for a continuation of the same for the fall months.

*Cab-drivers, hackmen, teamsters and expressmen*, all report a good month's business.

There is still a demand for *unskilled labour*, many labourers having left this locality for the North-west. Wages are from 12 to 15 cents per hour.

### District Notes.

*St. Marys*.—All industries are busy. The crushed stone works have booked large orders for their product from Port Huron.

*Woodstock*.—Industry is in a flourishing condition with no men out of work.

### LONDON, ONT., AND DISTRICT.

*Mr. A. Woonton, Correspondent*, reports as follows:—

This city has just passed through another month, in which labour generally has been employed to its utmost capacity. There has not been a trade (with the exception of the tailoring) that has not been very active, and especially is this so in the

building trades. Prospects are good for work in these trades till the snow flies. Several large new buildings are either under way or to be constructed, a few of which are McClary's new foundry, the new rolling mills, the doubling of the capacity of St. Joseph's Hospital, and the new buildings at Hyman's tannery. No strikes of any kind have been reported since the beginning of the year.

The *harvest* which has been gathered in this locality is above the average of the last few years, especially in fruits. *Farm hands* are in demand.

Advertisements appear daily in the local papers for men to go to the *lumber woods* in the Northern part of Western Ontario.

*Bricklayers and masons* have plenty of work on hand to keep them busy till winter sets in.

*Carpenters* are in demand, bricklayers having to wait on several buildings for them to catch up.

*Lathers and plasterers* report trade as good.

*Painters* are very busy, all hands being employed.

*Builders' labourers* report that none of their members are idle.

*Iron moulders, metal polishers and stove mounters* are exceptionally busy. At McClary's orders are in a particularly satisfactory condition.

*Linemen* report only the ordinary repair work.

*Boilermakers* are very busy.

*Car builders* report trade as exceptionally good. At the Grand Trunk car shops the usual Saturday half-holiday has been discontinued on account of the rush.

*Coopers* have all the work they can turn out.

There has been quite a decided improvement in the *printing trades* during the latter part of the month, especially in the job departments. These firms handling calendars are starting to work overtime.

*Journeyman tailors* report trade as improving.

*Garment workers* are busy again. Another new firm has started in the city.

The *cigarmaking* trade is in a flourishing condition. Quite a large number of female cigarmakers have joined the union lately.

*Broommakers* are busy.

*Railroad trainmen and conductors* are having a very busy time.

The strike of the coal miners in the United States is affecting the local yards, not a load of coal having entered the city in the last two months. The coal yards are refusing to take orders. Wood has also gone up to seven dollars a cord.

The local *pork factory* is slack, and has done no killing in the last two weeks, the cause of which is the unsettled state of the English markets.

#### ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent*, reports as follows:—

Conditions in the labour market have continued favourable during the month. There are no tradesmen or labourers out of employment excepting in the between-seasons trades, the supply and demand for labour is fairly well balanced. There is no noteworthy change in industry or business, normal activity prevailing. Peaceful conditions prevail generally between employers and employees and no change in rates of wages are reported. The only change in the cost of living is the advance in the price of fuel, both coal and wood.

*Farmers* have about finished harvesting in this section and upward of 200 harvest hands left this point on harvesters' excursions to the North-west on August 22nd, about 25 of the number were from this city and the remainder from the surrounding districts.

*Manufacturing* is very active in all local industries.

The *handle factory* continues working overtime, as during the past three months.

*Railway employment* has increased somewhat during the past month, excursion traffic has been heavy and several additional crews have been set up on this account.

The Michigan Central Railway Company, is laying steel rails for double track between Ridgetown and West Lorne, a distance of twenty miles. The grading was done last fall. Canadian steel is being used, manufactured at the Clergue works.

The local *flour mills* report difficulty in getting old wheat; new wheat is coming into market but is not up to standard quality.

A new firm known as the *St. Thomas Acetylene Manufacturing Company, Ltd.*, have commenced with a small staff, the manufacture of Star Water Pressure Acetylene gas machines, stoves and heaters, &c. The company reports favourable conditions for a great development in their line of business.

The *building trades* continue busy, several large jobs form the bulk of this seasons' work; house building is limited. The armoury, which has been in course of construction for over a year, is fully completed, the workmanship throughout is said to be excellent. The Thomas Bros., broom, brush and woodenware factory is well under way, and the machinery is being installed; an addition to the Collegiate Institute is being built at a cost of \$21,000.

*Bricklayers, carpenters, plasterers, painters, plumbers, stonecutters and builders' labourers* are fully employed.

*Iron moulders and machinists* report unchanged conditions.

A few additional *car builders* have been taken on at the M. C. R., shops during the month.

*Printers* report being exceptionally busy throughout the whole summer.

*Journeyman tailors* are having the usual mid-summer slack season.

*Teamsters* are fully employed at present.

*Cigarmakers* are having a very busy season.

The local orders of Railway Conductors, Engineers, Firemen, and Trainmen are negotiating with the Michigan Central Company for an increase of wages. The increase sought for amounts to about 7 to 10 per cent.

#### CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent*, reports as follows:—

Labour has been fully as well employed this month as during the previous one, with fair prospect of continuing so throughout the season, supply and demand being about equal. The *building trades* are fairly prosperous. The construction of the new public library is now under way, giving employment to a number of men, both skilled and unskilled, and the contract has been signed for the paving with vitrified brick of William and Sixth streets, work to be commenced at once. Large quantities of lumber and cedar posts are being brought in, causing much activity about the docks. The Canada Flour Mills Company is building a new elevator. A good deal of granolithic sidewalk is being laid in different parts of the city. *Transportation* is fairly active, the Wm. Gray & Sons Company shipping large quantities of sleighs and cutters to Manitoba and the North-west. The Thos. H. Taylor new flour mills and elevator and the wheel works are nearly ready for the machinery. Wholesale and retail trade is fairly active. There are no changes in the rate of wages to note, and no labour troubles have occurred during the month.

*Harvesting operations* have been somewhat retarded owing to the scarcity of hands, a great many men having left this district for the harvest fields of Manitoba. *Farmers*, however, have managed to secure their crop of wheat with such help as they had. Crops in this locality have been on the whole about the average.

Local *factories* are all busy, the carriage and fanning mill factories being rushed with orders.

*Bricklayers, masons, carpenters and joiners* have all they can do.

*Lathers, plasterers, painters and decorators* are fairly well employed.

*Plumbers, gas and steamfitters, stonecutters and building labourers* are all fully employed.

*Electrical workers and linemen* are very busy.

*Blacksmiths* have all they can do.

*Carriage and wagon makers* report favourable conditions.

*Printers and pressmen* have plenty of work.

*Journeymen tailors* are somewhat slack.

*Cigarmakers and tobacco workers* report no idle men.

*Teamsters and expressmen* have plenty of work.

*Unskilled labour* is fully employed, chiefly on civic work.

#### WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent*, reports as follows:—

There is very little change in the condition of the labour market since last report. Practically all those seeking employment are at work, and in several branches of industry there is a demand for more men. *Civic improvements* are still going on, giving employment to a large number of men. The *street railway company* is laying new rails from Windsor to Sandwich, and give employment to all the men they can hire. The activity in the *factories* and the *building trades* has furnished employment for all local skilled labour. The *planing mills* and the *bent goods works* and all branches of *manufacture* have all the work they can handle just at present.

The *clerks' union* petitioned all the merchants to close their places of business at

6 p.m., except Saturday and days preceding holidays, and every merchant agreed to do so.

*Bricklayers and masons, carpenters and joiners* have been especially busy during the month.

*Lathers and plasterers* have had steady work.

*Painters and decorators* report all union men working.

*Plumbers and gas fitters* have had steady employment.

*Builders' labourers* are fully employed.

*Machinists and engineers* are very busy.

*Blacksmiths* report a very satisfactory month.

*Ship builders* are fully employed.

*Carriage and wagon makers* have had a steady month.

*Printers* report trade good for this time of the year.

*Tailors* have had a fair month for July.

*Cigarmakers* report trade satisfactory.

*Barbers* are all fully employed.

*The broom and brush makers* are working overtime to fill orders.

*Railway employees* are very busy on the different lines running out of this city.

*Ship labourers and longshoremen* have had a very busy month.

The Trades and Labour Council has received its charter from the Canadian Congress of Labour at Ottawa and has elected officers as follows: Samuel Jinkins, President; David Lamb, Secretary; Charles Bray, Treasurer.

## WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent*, reports as follows:—

From the Winnipeg district to the Rocky Mountains in the west, a period of unprecedented prosperity is being experienced. Climatic conditions have been during August exceptionally favourable to the de-

velopment of the unusually heavy crops, and already in Manitoba a large percentage has been harvested, and the balance is considered safe with weather conditions in the prevailing settled state. With such a harvest practically in hand, the demand for labour is of a very keen character. Not only are the farmers eagerly seeking for the season's help, but in other lines help is sought to reap the benefits accruing from the bountiful harvest. With the exception of the farmer, whose present need of harvest hands is of a very pressing character, no particular trade can be singled out as being more active than another. At no time has there been in Manitoba more general activity than at the present moment. It cannot be said that such activity is the result of new enterprises, but rather the expansion of existing ones. *Jobbers and manufacturers' agents* are doing more business and are taxed to their utmost resources to keep pace with the growing demand. *Banks* are extending their operations by the establishment of branches at provincial points, and the *transportation companies* are putting forth every effort to cope with the task of carrying to the market the vast crop that is being taken off the prairie territory.

Although the demand for labour of all kinds has been and is at the present moment exceptional, there has not been any noticeable change in the rates of wages. The labour troubles originating in the early part of the summer still continue.

*Harvesting operations* are now in full progress, and all available help is engaged. It is estimated that the harvest excursions this season have already brought to Winnipeg fully 13,000 men from the Eastern Provinces. Many of these, however, are sent on to the Territories. Judging from what threshing has already taken place, the yield will be very much greater than that of last year, and will, if present weather continues, grade better.

Large quantities of *Fish* are being expressed almost daily to southern points from Lake Winnipeg and Selkirk.

Employment Agents report inability to comply with the demands for men for *rail-road work*. Not only are they in demand for new lines, but also for regular maintenance work. A report from Fort William was also published to the effect that large numbers of men were required at that point. The wages being offered were as follows:— In the Bridge and Building Department, Labourers, \$1.75 per day; Carpenters, \$2.65; Bridgemen, \$2.25. In the Roadmasters' Department, Extra Gang Men, \$1.50 per day; Section Men, \$1.40 per day.

All over the city of Winnipeg new residences are approaching completion, and in the central parts many large warehouses will soon be ready for the roof. The extent of the operations has met every expectation. All the trades are busy, and the weather has been exceptionally favourable for outdoor work.

The *firemen* of the city of Winnipeg have had their pay increased from \$5 per month upwards.

The 'Voice' Publishing Company of Winnipeg have just issued for the Winnipeg Trades and Labour Council a handsome Labour Day Souvenir, containing a short history of Local Trades Unions and portraits of some of their most prominent officials.

The Committee appointed by the Winnipeg City Council to interview the Canadian Northern Railway with a view to a settlement of the strike at present in effect, made its final report in effect as follows:—

'Your committee appointed to meet the committee of the Canadian Northern Striking employees, beg to report that in accordance with instructions the committee met the representatives of the employees, and after a lengthy discussion of the matters in dispute, it seemed difficult to devise any means that would enable a settlement to be effected.

'The employees stated that about 160 had gone out on strike of whom only twenty had returned to work, and also stated that there was a difficulty in any of the strikers finding employment with the Canadian Pacific Railway owing to their being strikers or on a black list. Rates of pay, time and conditions seemed to be within measurable distance of settlement, but the same cardinal point of dispute, that is, the recognition of the United Brotherhood of Railroad Employees, as a union was unsur-

mountable. That is the point on which both parties make an inflexible stand, and, therefore, we cannot see that there is any means of overcoming the difficulty at the present time through the intervention of the City Council.

The figures given in the above report refer only to the men in Winnipeg city who came out on strike. Inquiry at the Department of Agriculture elicited the following information regarding the securing of the necessary number of men required for the ingathering of the harvest in Manitoba. The Department has throughout the Province correspondents who are periodically asked to report on crop conditions. As the crops approach maturity, they are required to ascertain in their respective localities the probable number of men that will be required, and report to the Minister of Agriculture. In addition to this information, the co-operation of the Railway Companies is sought. The latter cause their various officers throughout the Province to make a similar report. From the data thus secured, a fairly accurate estimate can be formed as to the number required in any given locality as well as the gross total for the Province. With this information, fair representations can be made in districts where suitable labour is available. This year the estimated requirement was approximately 20,000 men.

The proper distribution and direction of so large a number of men is an undertaking beset with many grave difficulties. In former years complaints have been made, not only by farmers alleging inability to get help, but at the same time the men alleging inability to get employment. The latter had also a complaint that upon arrival here, there was no one to whom they could apply for proper direction. In some cases men would be sent to points that were already more than fully supplied. This not only involved them in loss of time, but also in considerable expense, which they were not always prepared to meet. On the other hand, districts would not receive the supply of labour they required.

To cope with such difficulties this year, the Provincial Government, through the

Department of Agriculture, adopted a method which so far has given satisfaction. They suggested to each municipality to arrange a meeting and send delegates to Winnipeg and arrange for some systematic way of dealing with the labour supply. A large number of districts responded, and altogether about 70 delegates assembled at Winnipeg. This number was considered a good representation, especially as so few farmers could afford to spare the time when their presence on the farms at such a time was so necessary. In some cases business men from the towns and villages were sent as they could better afford the time, and these proved of especial value, as they were fully conversant with the needs of their localities.

The plan arranged provided for the ticketing of all harvesters to Winnipeg. At this point the delegates themselves collected their quota of men, and these were directed to the proper office, and there received their pass for transportation to the actual place of work. This was no slight undertaking, and the delegates from some points realising the nature of the task, requisitioned their municipality to send them assistance.

It was found that large numbers had already taken the precaution before starting to have some definite objective point. Of these a certain portion went to relatives and friends, and others to farmers whom they had previously served. This rendered it somewhat difficult to get together groups of men varying from 50 to 300. Keen rivalry was displayed by the delegates to get as early as possible their required numbers, with the consequence that all arrivals were soon dispatched to localities where their labour was needed.

At one of the meetings of the delegates a resolution was passed to the effect that no higher rate of wages be paid than \$40 per month, with board. In some cases applications for men are accompanied with offers of a higher rate. Really capable men in the harvest field are eagerly sought for, and as the season for harvest is so short, the anxiety of farmers to get men at

almost any price can readily be understood.

The whole of the excursions are not yet in, and at the end of the month many delegates still remain in the city to meet the incoming harvesters. The Threshermen's Association are also arranging to have representatives at the station to secure necessary complements for the outfits which in many cases are already busy. The crop in some localities is a little backward, and will not be ready for the binder until the 3rd or 4th of September, if the weather remains favourable.

The baggage accompanying as many as 20,000 men, if confined solely to necessary personal apparel, would in bulk be of great proportions. In the work of handling the same at the Winnipeg depot, many abuses of the Labourers' Excursions have been brought to light. The railway issues tickets to men at eastern points at a rate of \$10, on the understanding that they are harvesters. Mr. Hugh McKellar, who represents the Department of Agriculture, makes the following statement in reference to the baggage brought by harvesters:—

There are a great many enormous trunks and boxes, the contents of which are surely not the clothing of men who come west for harvest work. One large box which took four men to handle was full of binder twine, another was full of timber, white ash and hickory to make double trees, etc. Many boxes were full of apples. One had a general collection of garden vegetables; it was broken and a general laugh was heard as the onions rolled out. Another box of carpenters' tools came to grief, to the indignation of the owner. He had secured his ticket for ten dollars as a harvester. He never intended going to the harvest field. It would have cost him \$10 to bring his tools by freight. Now, if there is any delay in getting baggage to proper destination, it is on account of handling so much of what might be called freight.

Some complaints have arisen through delay in getting the baggage dispatched on the same trains as the harvesters and the explanation is furnished by Mr. McKellar who has ample grounds for the complaint he lays against those who abuse the privileges given by the railway company.

The local government has employed a staff of men to facilitate the work of properly handling the baggage.

From information gathered on the last day of the month, the number of labourers for the harvest fields will be insufficient. The number leaving Toronto and other eastern points is very disappointing. Several more thousands were expected, whereas only about five hundred are reported as being on the special trains, which are the last of the season for harvesters to leave Toronto.

#### BRANDON, MAN., AND DISTRICT.

*S. P. Stringer, Correspondent*, reports as follows :—

The outlook for a prosperous season in this city and district was never better than at present. Merchants and business men anticipate a harvest that will excel last year's crop, if no unfavourable condition sets in. Implement dealers seem to be well pleased with the business that they have done so far. Large quantities of agricultural machinery have been distributed throughout this district, from eastern and American firms. It is said that there will be a large increase in the number of threshing outfits which will be in operation in the province this year. *Building operations* have been more extensive than last year, not only in this city, but also throughout the district of Portage la Prairie and Portage Plains, which is an evidence of the prosperity of the province. *Transportation* is very heavy on the C.P.R. and C.N.R. at present. Implement dealers are busy, day and night, shipping agricultural machinery. There have been no changes in rates of wages or hours of labour, and no industrial disputes.

*Crops* throughout this district have made wonderful progress during the last few weeks. The average number of bushels to the acre will be considerably above that of last year's crop of wheat. It is estimated that over twenty million bushels will be harvested this season; in Moosomin, in N.W.T., there are one million bushels in sight, and from all other parts of the Territories favourable reports are coming in.

*Flour and planing mills* are doing all the business that they can handle.

The *Brandon* binder twine factory has received orders for all the twine that it can manufacture. The factory has sixty spindles in operation.

*Building trades*.—All branches are very busy, with no idle men.

*Plumbers* are somewhat slack.

*Stonecutters*.—Trade good. One local firm has orders ahead for 1903 to the amount of \$5,000.

*Blacksmiths*.—Trade good.

*Upholsterers*.—Fully employed.

Employment is good in the *printing trades*.

The *journeymen tailors* are a little slack.

*Butchers and meat cutters* are all busy.

For *tanners and curriers* business is a little slack.

*Broommakers*.—Trade good.

*Laundry workers, &c.*—Very busy.

*Railroad business* is very brisk, there being openings for men in almost every department of railroad work. Heavy stock trains are passing through this city daily on their way east from the Territories.

Inquiries are being made by farmers for *farm labourers*, and it is anticipated that wages will run somewhat higher than last year. The number of harvest hands coming from the east will have to be very large to meet the demand.

#### District Notes.

A number of Americans have passed through this city locating places for intending settlers, and are returning well pleased with the condition of the western part of Canada.

Reports from Alberta indicate that extensive coal mining operations will be carried on.

The Lake of the Woods Milling Company is erecting a number of elevators on the branch lines of the C.P.R., and two on the Soo line, N.W.T.

## NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. Georges Hargreaves, Correspondent,* reports as follows:—

The condition of the labour market continues satisfactory, a demand for unskilled help being felt both in the town and district. The contract period expires on the 23rd instant between the cannery and fishermen. The season being a very good one, many of the men have left the fishing and are now employed in other lines. The contract has been let and work commenced upon the new Carnegie library; work is also progressing on the new river bridge, about 150 to 200 men being employed. Wages for unskilled help runs from \$2 to \$2.50 per day of 10 hours. A party of surveyors are at work running new lines and grades for the proposed Great Northern between New Westminster and Vancouver. The British Columbia Electric Tram Company is making extensive improvements to their roadbed, a large gang of men being employed.

A general increase in the wages of its employees has been made by the British Columbia Electric Railway Company, both here and at Vancouver and Victoria. In addition to the increase of wages, the general manager has also decided to introduce a co-operative system. Hereafter, all employees of the company will receive a share of the profits when the latter exceeds the amount necessary to pay a four per cent dividend to the shareholders. The amount of profits available after payment of this four per cent dividend will be divided into three parts, two of which are to go to the ordinary shareholders and the company, the remaining third to be divided among the employees. The old rate of pay for conductors and motormen was 20 cents per hour for first year's service, 21 for second and third, and 22 cents thereafter. The

company will now pay 20 cents for first year, 23 cents for second, third and fourth, and 25 cents for fifth year's service. First class linemen will now receive 31 cents per hour instead of 27 cents, and second class men will receive 28 cents instead of 25 cents. Instead of receiving 20 cents per hour without increase, groundmen and trackmen will now receive 20 cents per hour for first year's service, 21 cents for second and third years, and 22 cents after third year.

The farmers have had splendid weather to harvest the largest crops that have been known for some time. The fruit crops this year have also been uncommonly large.

It is estimated that the *salmon pack* is about 275,000 cases. A large number of the cannery are paying off their men and closing down. The *fishermen* are being paid off at the rate of 18 cents per fish. Some few men have done well during the fishing, but a large percentage have only made bare wages.

*Bricklayers and masons* during the past month have been busy on jobbing work.

A demand has been made for *carpenters*, and there are prospects for two months' employment yet for this class of labour.

*Plasterers* report work steady.

*Painters* report all members of this branch employed, and prospects for work well up to the end of the year.

*Plumbers* report work quiet during the past month.

*Moulders and iron workers* are all working steady, still no demand for additional help.

*Shipwrights and caulkers* report work somewhat better than last month, all members being employed.

*Shingle weavers* report a demand still for additional help.

*Printers* report work very brisk, both machine and jobbing being very busy.

*Cigarmakers* are all working full time, with orders ahead.

*Steamboatmen* report few changes since last month; work both for freight and passenger boats is very good.

*Street railway employees* report work in all branches very favourable.

*Teamsters and expressmen* are both busy, a number of teams being used for hauling cord wood.

*Expressmen* have experienced busy times during the summer months.

The mills and other industries, especially agriculture, have suffered owing to a scarcity of *unskilled labour*.

## VANCOUVER, B.C., AND DISTRICT.

*Mr. Geo. Bartley, Correspondent*, reports as follows:—

Trade and labour conditions are practically unchanged from last month, the demand for labour continuing good. There is exceptional activity in the building trades. Business with local dealers, however, is only fair, though the fall trade promises to be good in spite of the small catch of fish.

During the month the laundry workers presented agreements to the three laundries. One of them has decided, however, not to sign it, consequently there is a feeling of unrest in this industry. It might be added that the white laundries, with all their modern equipments, have strong competitors in the Chinese, who do an important business.

The *salmon canneries* on the Fraser river practically closed on August 23. The pack this year from all sources is estimated close upon 275,000 cases, of which 40,000 cases were procured from the traps. This places the fish caught by net in the Fraser at 235,000 cases, the lowest pack in eight years. The next lowest Fraser river pack was in 1898, when it amounted to 256,000. The pack for eight years on the Fraser is as follows:—

Year.	Cases.
1895.. . . . .	400,368
1896.. . . . .	356,984
1897.. . . . .	860,459
1898.. . . . .	256,101
1899.. . . . .	510,385
1900.. . . . .	316,522
1901.. . . . .	990,252
1902.. . . . .	235,000 *

\* And 40,000 cases purchased from traps.

As per the agreement published in last month's report, the fishermen will receive 13 cents per fish for 235,000 cases.

The *British Columbia Electric Railway Company* has adopted the profit-sharing system with its employees. Hereafter all regular employees will receive as their share of the profits one-third of the amount available for dividends after the ordinary shareholder has received four per cent on his shares; that is, two-thirds to the shareholders and one-third to the regular employees. This means, as estimated, that at the end of the first year each employee, regardless of the position he holds, will receive about \$30; at the end of the second year the share will amount to about \$50; and in five years the amount will aggregate about \$100.

In the *building trades*, *carpenters* report work brisk, with *labourers* in good demand.

*Electricians* are all employed.

*Painters* report no idle men. Work is expected, however, to slacken off towards the end of September.

*Bricklayers* are fairly busy.

*Plumbers* report conditions good. Some are working overtime.

*Quarrymen* report work only fair.

There are a few idle *mill men* reported, though the outlook is favourable.

*Iron moulders, machinists, engineers and blacksmiths* are all employed.

The following schedule of wages and hours of labour governs the service of the allied metal mechanics of the Pacific Division of the C.P.R.

Regular working hours are from 7 o'clock to 18 o'clock the first five days of the week, with one hour for dinner between 12 o'clock and 13 o'clock, and on the sixth day the hours are from 7 o'clock to 17 o'clock, from October 1 to April 1, with same dinner hour; from April 1 to October 1, the hours are from 7 o'clock to 12 o'clock on Saturdays. The regular hours for night work are from 19 o'clock to 6 o'clock, and on Saturdays from 20 o'clock to 6 o'clock. Overtime allowed after above hours. The rates of pay are as follows:—

	Per hour.
Heavy and spring fires.. . . .	18c. to 20c.
All other fires.. . . .	16 " 19
Boilermakers' helpers.. . . .	16 " 19
Bolt maker.. . . .	20 " 23
Bolt makers' helpers.. . . .	15 " 17
Tube welders.. . . .	20 " 23
Tube welders' helpers.. . . .	16 " 19
Coppersmiths' helpers.. . . .	16 " 18
Radial Drill Man.. . . .	18 " 20
All other drillsmen.. . . .	16 " 18
Fitters' helpers.. . . .	16 " 18
Boiler washer.. . . .	17 " 19
Stationery engineers.. . . .	17 " 19

Hourly men receive one cent per hour increase from July 1, 1902, and a further increase of one cent per hour six months from that date.

A branch of the Brotherhood of Stationary Firemen has been formed.

### VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, Correspondent, reports as follows:—

Conditions in the labour market during August were much the same as in July, being very satisfactory. There was a strong demand for *unskilled labour*, but towards the latter end of the month men from the northern canneries, which have closed down for the season, began to arrive, relieving the situation considerably. The city employs a large staff on street paving work. The wage bill on the job averages about \$4,000 per month. It is expected that the work will be completed about the middle of September. *Transportation companies* engaged in the passenger and tourist trade have been taxed to their utmost capacity during the month. Some heavy shipments of general merchandise were made to Yu-

kon points. *Street railway employees* were granted an increase in wages during the month.

*Northern canneries* report a full pack for the season, while the Fraser river pack will fall much below the average. The British ship, Marion Woodside, the first vessel of the salmon fleet to take on cargo this year for the British market, loaded 2,000 cases here early in the month, and left to complete her cargo on the Fraser river.

*Bricklayers, masons, carpenters, lathers, plasterers and stonecutters* are still kept fully employed, and the prospects for continued activity are good. The season's building operations are devoted largely to dwelling houses, there being few business blocks or large buildings in course of erection.

The *ship joiners* have united with the *house carpenters* and attached themselves to the Amalgamated Society of Carpenters and Joiners.

The *metal and shipbuilding trades* are in a prosperous condition. As an indication of the activity which has prevailed, one firm of shipbuilders paid nearly \$37,000 in wages during the first six months of the present year on work performed on vessels coming here for repairs. This is inclusive of new work or work done on vessels belonging to this port.

On the 15th H.M.S. Amphion went into dry dock for extensive repairs, which it is expected will give employment to at least 150 men for two months.

With *moulders and machinists* trade is fair.

*Electrical workers and linemen* are fully employed.

*Blacksmiths* were in demand during the month.

*Boilermakers* report trade good. The trouble between the Albion Iron Works and the Boilermakers' Union reported in December last, was terminated on August 16, by the parties coming together and ad-

justing matters to the satisfaction of all concerned.

A scarcity of material interfered slightly with work among the *shipwrights and caulkers* for a short time during the month. There is no scarcity of work.

*Carriage and wagon makers* report trade fair.

In the *printing trades* business is dull, as is usual at this season of the year.

Trade is also dull with *journeymen tailors*.

A firm of *garment makers* is trying the experiment of having all their work done by white labour. They have recently remodelled their factory, and now employ female help, but find difficulty in getting all the hands required. The wages offered are \$1 per day of 8 hours. Chinese do a large amount of this class of work.

*Bakers* report trade good.

Trade with *cigarmakers* is fair.

The Street Railway Company has advanced the wages of employment. The old rate per hour paid to conductors and motormen was 20 cents for the first year of service; 21 cents for the second and third years, and 22 cents thereafter. The new rate provides for 20 cents per hour for the first year of service; 22 cents for the second and third years, 23 cents for the fourth and fifth years, and 25 cents thereafter. First-class linemen were advanced from 27 cents to 31 cents per hour, and second-class linemen from 25 cents to 28 cents. Ground and trackmen were formerly paid 20 cents per hour. According to the new schedule they will receive 20 cents per hour for the first year of service, 21 cents for the second and third years, and 22 cents thereafter. In addition the company has inaugurated a profit-sharing plan with its employees, which provides that all servants shall participate in the profits of the company over and above four per cent dividend, which goes to the shareholders. One-third of all profits over four per cent will be divided equally among the employees, the other two-thirds going to the shareholders.

*Teamsters and expressmen* report work plentiful.

*Unskilled labour* is in demand, but the prospects for next month are not encouraging.

On August 15, a Labourers' Protective Union was formed, and temporary officers elected.

### District Notes.

*Ladysmith*.—Work on the Tyre smelter is progressing favourably, and the machinery necessary for the plant is commencing to arrive.

*Crofton*.—The smelter is about ready to commence operations. Four thousand tons of ore have already been put through the sampling mill. Building operations are still active.

### NANAIMO, B.C., AND DISTRICT.

*Mr. Arthur E. H. Spencer, Correspondent*, reports as follows:—

The condition of the labour market in this district shows no change from that reported last month, the principal industry being very dull, and causing a corresponding slackness in other branches. In *commercial circles* the same cause is making business quiet. The municipal council is about to submit a by-law to be voted on to make the hours of labour on all city work 8 hours per day and 6 on Saturday. The Miners' Union severed its connection with the Dominion Trades and Labour Congress.

The *milling and lumbering* business is still very good, the mills working full time and the lumber camps having all they can do.

In *quartz mining*, outside of a few camps, work is very quiet, especially on the west coast, where one of the large properties has shut down for a while.

In the *coal mining industry*, work is slack, there being a good many men out of work, and some of the mines not working full time, with no present prospects of any improvement.

*Bricklayers and masons* report work as very quiet.

*Carpenters* report no improvement from last month.

*Painters* report work as fair for those here, but poor for the time of year.

*Machinists* report work as very quiet.

*Blacksmiths* report local trade as fair, but those employed in the company shops have had some idle time this month, the shops being closed on days when the mines are idle.

*Printers* report trade quiet.

*Tailors* report work as slack.

With *teamsters* business has been fair.

*Unskilled labour* has been in fair demand on the water works and civic improvements.

### District Notes.

Throughout the district conditions are about the same as in Nanaimo. At No. 1 mine, Extension, on the first of the month the men were notified that the price for mining would be reduced 10 cents per ton, and they refused to accept the reduction. The company then wanted some of the men to take the mine on contract. Two men offered to take a contract, but could not get men to work for them. The matter was finally settled by the company continuing to work the mine, and paying the miners three dollars per day.

## LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

### 1.—THE MARITIME PROVINCES.

SINCE its establishment the Department of Labour has been gathering information on the extent and development of labour organization in Canada. This work was undertaken for the first time by the department, the field not having been surveyed before except in a very desultory and haphazard manner and for purposes of general estimate only. The first fruits of the investigation on this important subject were published in the September, 1901, issue of the *Gazette*, there having been commenced in that number a directory of labour organizations in Canada, which was continued through subsequent issues of the *Gazette* and completed in the May number of the present year. The September, 1901, issue gives an account of the manner in which the directory was prepared, sources from which information was obtained and the method of its classification.

Simultaneously with the work on the directory, a work of another sort, entirely descriptive and statistical in character, but having reference to the subject of labour organization, was also carried on. The publication of the results of this latter inves-

tigation is commenced in the descriptive and statistical tables on labour organization in Canada which appear in the present issue.

In the descriptive tables the department has attempted to show the present nature and extent of labour organization in the Dominion. In the statistical tables an attempt has been made to illustrate in a graphic way the growth and development which have led to the present position.

### The Descriptive Tables.

In the descriptive tables a list of existing organizations is given by localities and provinces. The material has been so arranged as to show at a glance the trades organized in each locality, the number of organizations in each particular trade organized, the number of organizations in each group of kindred or allied trades, and the total number of organizations in each locality. The localities have been grouped under the names of the provinces to which they belong, and have been arranged alphabetically so as to admit of immediate and

easy reference. The provinces themselves have been arranged in the order of their geographical position from east to west.

### Method of Presentation.

For example, under the heading Labour Organization in the Maritime Provinces, labour organization in the province of Nova Scotia is the first dealt with, and in that province, Amherst being the locality the name of which is alphabetically first, is the first locality for which particulars are given. The nature of the organizations existing there is described in the words, 'iron moulders' and 'general labour,' the number or organizations formed in each of these respective callings being shown to be one. The group of trades to which these organizations belong is further shown in italics, iron moulders being shown to belong to the metal engineering and shipbuilding group, and general labour to its own group, the number of trades in each group in this locality being given as one. Finally the total number of organizations in Amherst is given as two. Following the list of localities in alphabetical order, the largest locality, namely Halifax, is reached. Opposite the name of this locality is given a list of the several kinds of organizations existing in that city. It will be found that, with the exception of freight handlers and long-shoremen, in each of which there are two organizations, all of the trades named are represented by single organizations, the total number of organizations amounting to 26. Of this total it will appear 7 belong to the group of building trades, 4 to the metal engineering and ship building group, and so on. The summary of the total number of organizations in the province is given at the conclusion of the table. This method of classification applies in turn to each of the several provinces; the concluding feature of the entire review being a summary of organizations by provinces and a statement of the grand total in the Dominion.

Looked at critically these tables, presented apparently in simple and rudimentary form, contain an almost infinite amount

of information of very great comparative and statistical value. For example, the tables for the maritime provinces would indicate that in a locality like Halifax organization has been most extensive in the building trades. In a locality like Truro it would appear to have been all but exclusively confined to the several classes of labour to be grouped under the heading of railway employees. Similarly a general survey of the whole province would indicate that railway labour was pretty generally organized throughout all parts, whereas in some of the other trades but few organizations exist, printers, for example, appear to have only two or three local organizations in the entire province.

### The Statistical Tables.

The statistical tables are intended to show the nature of the growth of labour organization to its present position. The classification is so arranged as to illustrate this growth both by provinces and by the classes of trades or callings organized. The years in which local organizations were formed are given, and by reference to the province and group of trades it may be seen at a glance how many were formed in each particular year, and at what periods organization was most active. Viewed from another standpoint the tables also disclose in which groups of trade organization has been carried on most extensively. Under the heading 'classified group of trades' is set forth, for example, building, metal engineering, ship building, woodworking and furnishing, printing, and so forth, and opposite each group is given the names of the respective provinces in which organizations in these groups exist. Opposite the name of each province, under the year in which it was formed and directly opposite the group to which it belongs, a number is given which indicate the number of organizations formed in that province and in that particular group for the year given.

### Method of Presentation.

In the table illustrative of the growth of trade organization in the maritime pro-

vinces, for example, there will be found directly opposite the building trades group and opposite the province of Nova Scotia, figures indicating that one organization in that group was formed in that province in 1882; that another was formed in 1885, and one again in 1888; that the next organization in the group was formed in 1899 and that 3 were formed in 1902 and two in the present year, making a total of nine existing organizations in the building trades group in the province of Nova Scotia. In the province of New Brunswick it is shown that the first organizations in that group were formed in 1901, in which year no less than 3 were formed. One was added to the number during the present year making a total of 4. In Prince Edward Island the table indicates that the only organizations of the building trade groups were formed during the past and present year, there being two organizations only. The total number of organizations of the building trades group in the maritime provinces is then given in an additional column, and appears as 15. Each group of trades is reviewed in the same way, totals being given for the groups and, after all have been recorded, totals are also cited indicating the number of organizations formed from year to year in the maritime provinces.

As a supplement to the more important statistical table, is also published a small table showing the number of organizations existing in particular groups of trade, classified according to the provinces.

### Differences in Tables.

In preparing both the descriptive and statistical tables, the department made every effort to have its information as accurate as possible. Notwithstanding the fact, however, that numerous appeals were made to some of the organizations for even such scanty returns as a statement of the date at which the organizations were formed, the department was unable to receive from all replies which would admit of its information being absolutely complete. There is,

accordingly, a slight difference in the figures to be found in the two groups of tables, the descriptive tables being the most complete, inasmuch as the existence merely of an organization afforded a sufficient basis for the securing of a record, whereas in the statistical table illustrative of the growth of labour organizations, where it was impossible to secure the date at which the organization was formed, it was not possible to record the organization among the number given in the table illustrating development and growth. In the descriptive table of the maritime provinces, for example, the total number of organizations is given at 138. In the statistical table the total number for which a record is given is 106. In other words it was impossible to secure from 32 organizations any record of the date at which they were formed. The descriptive tables are believed to be all but complete; the statistical tables are so nearly so that, for an understanding of the general trend and development of organization by trades and localities, the incompleteness of detail can affect but little the correctness of any generalization which may be made.

### Other Limitations.

It is to be borne in mind in using the tables that they refer only to organizations existing at the present time. Any attempt to record organizations which have been formed at one period and subsequently lapsed, would be well nigh impossible and would only lead to confusion. What is given in the tables is a record of the growth and development of labour organizations as illustrated from the history of existing organizations only.

It is also to be noticed that in both descriptive and statistical tables no account has been taken of federated groups of organizations, as for example, central and district councils, international organizations, general assemblies, &c. The reader is referred for an account of these and also for a descriptive historical sketch of the growth of labour organizations in Canada

DEPARTMENT OF LABOUR, CANADA,  
L. O. DESCRIPTIVE TABLES, Series A., No. 1.

# LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

TABLE SHOWING NATURE AND EXTENT OF ORGANIZED LABOUR IN MARITIME PROVINCES ON JULY 31, 1902.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
<b>NOVA SCOTIA—</b>	<i>Metal, Engineering and Shipbuilding</i> .....		1	
Amherst.....	Iron moulders.....	1		
" .....	<i>General Labour</i> .....	1	1	
" .....	General labour .....	1		2
Cape Breton County.....	<i>Mining</i> .....		3	
" .....	Miners.....	13		13
Cumberland County.....	<i>Mining</i> .....		2	
" .....	Miners.....	2		2
Halifax.....	<i>Building</i> .....		7	
" .....	Bricklayers and masons.....	1		
" .....	Carpenters and joiners.....	1		
" .....	Painters and decorators.....	1		
" .....	Plasterers.....	1		
" .....	Plumbers, gas and steamfitters.....	1		
" .....	Stonecutters.....	1		
" .....	Builders' labourers.....	1		
" .....	<i>Metal, Engineering and Shipbuilding</i> .....		4	
" .....	Machinists.....	1		
" .....	Boilermakers and iron shipbuilders.....	1		
" .....	Shipwrights and caulkers.....	1		
" .....	Horseshoers.....	1		
" .....	<i>Woodworking</i> .....		2	
" .....	Carriagemakers.....	1		
" .....	Coopers.....	1		
" .....	<i>Printing</i> .....		2	
" .....	Printers.....	1		
" .....	Pressmen.....	1		
" .....	<i>Clothing</i> .....		1	
" .....	Boot and shoe workers.....	1		
" .....	<i>Transport</i> .....		7	
" .....	Locomotive engineers.....	1		
" .....	Railroad trainmen.....	1		
" .....	Freight handlers.....	2		
" .....	Longshoremen.....	2		
" .....	Street railway employees.....	1		
" .....	<i>Employees of Public Authorities</i> .....		1	
" .....	Letter carriers.....	1		
" .....	<i>Delivery Employees</i> .....		1	
" .....	Coal handlers.....	1		
" .....	<i>Clerks</i> .....		1	
" .....	Clerks.....	1		26
Inverness County.....	<i>Mining</i> .....		2	
" .....	Miners.....	2		2
Kentville.....	<i>Transport</i> .....		1	
" .....	Locomotive firemen.....	1		1
Mulgrave.....	<i>General Labour</i> .....		1	
" .....	General labour.....	1		
" .....	<i>Transport</i> .....		1	
" .....	Railway trackmen.....	1		2
New Glasgow.....	<i>Transport</i> .....		1	
" .....	Railway trackmen.....	1		1
Pictou County.....	<i>Mining</i> .....		6	
" .....	Miners.....	6		6
Point Tupper.....	<i>General Labour</i> .....		1	
" .....	General labour.....	1		1

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organi- zations in Locality.
<b>NOVA SCOTIA—Con.</b>	<i>Transport</i> .....		2	
Stellarton.....	Locomotive firemen.....	1		
".....	Railroad trainmen.....	1		
".....	<i>General Labour</i> .....		1	
".....	General labour.....	1		3
Sydney.....	<i>Building</i> .....		2	
".....	Bricklayers, masons and plasterers.....	1		
".....	Carpenters and joiners.....	1		
".....	<i>Metal, Engineering and Shipbuilding</i> .....		2	
".....	Iron moulders.....	1		
".....	Machinists.....	1		
".....	<i>Printing</i> .....		1	
".....	Printers.....	1		
".....	<i>Transport</i> .....		1	
".....	Railway trackmen.....	1		
".....	<i>Clerks</i> .....		1	
".....	Clerks.....	1		7
Truro.....	<i>Transport</i> .....		6	
".....	Railway conductors.....	1		
".....	Locomotive engineers.....	1		
".....	Locomotive firemen.....	1		
".....	Railroad trainmen.....	1		
".....	Railroad telegraphers.....	1		
".....	Railway trackmen.....	1		
".....	<i>General Labour</i> .....		1	
".....	Federal labour.....	1		7
	Total number of organizations in Nova Scotia.....			73
<b>NEW BRUNSWICK—</b>	<i>Transport</i> .....		4	
Campbellton.....	Locomotive engineers.....	1		
".....	Railroad telegraphers.....	1		
".....	Railroad trainmen.....	1		
".....	Railway trackmen.....	1		4
Debec Junction.....	<i>Transport</i> .....		1	
".....	Railway trackmen.....	1		1
Fairville.....	<i>Transport</i> .....		1	
".....	Locomotive firemen.....	1		1
Fredericton.....	<i>Transport</i> .....		1	
".....	Railway trackmen.....	1		1
Florenceville.....	<i>Transport</i> .....		1	
".....	Railway trackmen.....	1		1
McAdam.....	<i>Metal, Engineering and Shipbuilding</i> .....		1	
".....	Machinists and engineers.....	1		1
".....	<i>Transport</i> .....		1	
".....	Railway trackmen.....	1		2
Moncton.....	<i>Building</i> .....		1	
".....	Carpenters and joiners.....	1		
".....	<i>Metal, Engineering and Shipbuilding</i> .....		1	
".....	Iron moulders.....	1		
".....	<i>Transport</i> .....		7	
".....	Railroad conductors.....	1		
".....	Locomotive engineers.....	1		
".....	Locomotive firemen.....	1		
".....	Railroad telegraphers.....	1		
".....	Railroad trainmen.....	1		
".....	Railway trackmen.....	1		
".....	Freight handlers.....	1		
".....	<i>General Labour</i> .....		1	
".....	Federal labour.....	1		10
Mouth of Keswick.....	<i>Transport</i> .....		1	
".....	Railway trackmen.....	1		1
Perth Centre.....	<i>Transport</i> .....		1	
".....	Railway trackmen.....	1		1

LABOUR ORGANIZATION IN CANADA—*Concluded.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
<b>NEW BRUNSWICK—Con.</b>				
St. George.....	<i>Building</i> .....	1	1	1
	Stonecutters .....	1	3	
St. John.....	<i>Building</i> .....	1	1	1
	Bricklayers and masons .....	1	1	
" .....	Carpenters and joiners .....	1	1	2
" .....	Painters and decorators .....	1	1	
" .....	<i>Metal, Engineering and Shipbuilding</i> .....	1	1	1
" .....	Iron moulders.....	1	1	
" .....	Machinists and engineers.....	1	1	1
" .....	<i>Woodworking</i> .....	1	1	
" .....	Woodworkers .....	1	1	1
" .....	<i>Printing</i> .....	1	1	
" .....	Printers .....	1	1	10
" .....	<i>Tobacco</i> .....	1	1	
" .....	Cigarmakers.....	1	1	1
" .....	<i>Transport</i> .....	1	1	
" .....	Railroad conductors.....	1	1	1
" .....	Locomotive engineers.....	1	1	
" .....	Railroad trainmen .....	1	1	2
" .....	Railway trackmen .....	1	1	
" .....	Freight handlers.....	2	2	1
" .....	Ship labourers.....	2	1	
" .....	Railway clerks.....	1	1	1
" .....	Teamsters.....	1	1	
" .....	<i>Employees of Public Authorities</i> .....	1	1	1
" .....	Letter carriers.....	1	1	
" .....	<i>Hotel and Restaurant Employees</i> .....	1	1	20
" .....	Bartenders .....	1	1	
St. Leonard .....	<i>Transport</i> .....	1	1	1
	Railway trackmen .....	1	1	
Westfield Centre .....	<i>Transport</i> .....	1	1	1
	Railway trackmen .....	1	1	
Woodstock .....	<i>Metal, Engineering and Shipbuilding</i> .....	1	3	4
" .....	Iron moulders .....	1	1	
" .....	<i>Transport</i> .....	1	1	1
" .....	Locomotive engineers.....	1	1	
" .....	Locomotive firemen.....	1	1	4
" .....	Railroad trainmen.....	1	1	
Total number of organizations in New Brunswick .....				49
<b>PRINCE EDWARD ISLAND—</b>				
Alberton .....	<i>Transport</i> .....	1	1	1
	Railway trackmen .....	1	2	
Charlottetown .....	<i>Building</i> .....	1	1	1
" .....	Carpenters and joiners .....	1	1	
" .....	Painters and decorators .....	1	1	1
" .....	<i>Printing</i> .....	1	1	
" .....	Printers .....	1	1	3
" .....	<i>Tobacco</i> .....	1	1	
" .....	Tobacco workers.....	1	1	1
" .....	<i>Transport</i> .....	1	1	
" .....	Railroad telegraphers.....	1	1	1
" .....	Railway trackmen.....	1	1	
" .....	Truckmen .....	1	3	10
" .....	<i>General Labour</i> .....	3	1	
" .....	Federal labour.....	3	1	1
Emerald Junction.....	<i>Transport</i> .....	1	1	
Mount Stewart .....	Railway trackmen .....	1	1	3
Summerside .....	<i>General Labour</i> .....	3	1	
	Federal labour.....	3	1	3
Total number of organizations in P. E. Island .....				16

Summary by Provinces :—Nova Scotia, 73 ; New Brunswick, 49 ; Prince Edward Island, 16. Total, 138.

DEPARTMENT OF LABOUR, CANADA,  
L. O. STATISTICAL TABLES, Series A. No. 1.

LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

TABLE SHOWING THE NUMBER OF ORGANIZATIONS IN THE MARITIME PROVINCES ON JULY 31, 1902, ACCORDING TO CLASSIFIED GROUPS OF TRADES.

Classified Group of Trades.	Nova Scotia.	New Brunswick.	Prince Edward Island.
Building.....	9	5	2
Metal, Engineering and Shipbuilding.....	7	5	.....
Woodworking.....	2	1	.....
Printing.....	3	1	1
Clothing.....	1	.....	.....
Tobacco.....	.....	1	1
Mining and Quarrying.....	23	.....	.....
Transport.....	19	33	6
Employees of Public Authorities.....	1	1	.....
Hotel and Restaurant Employees.....	.....	1	.....
Delivery Employees.....	1	.....	.....
Clerks.....	2	.....	.....
General Labour.....	5	1	6
	73	49	16

to the article on this subject which appeared in the August, 1901, number of the *Gazette*. \*

In the present number of the *Gazette* tables descriptive of organization in the maritime provinces only are given. These will be followed in subsequent issues by similar tables for each of the other provinces of the Dominion.

THE MARITIME PROVINCES.  
Extent of Organization.

The first feature of importance disclosed in the descriptive tables relating to the maritime provinces is that the total number of organizations in these provinces was, at the end of July, 1902, 138. Of this number, Nova Scotia had 73, New Brunswick 49 and Prince Edward Island 16. A second instructive fact is the material extent to which cities in each of these respective provinces have contributed to making the total of each province what it is. In Nova Scotia, for example, over one-third of the organizations of the entire province are to

be found in Halifax, where the number is placed at 26. About two-fifths of the total organization in New Brunswick are to be found in St. John, which has 20 organizations, and in Prince Edward Island, out of a total of 16 organizations, 10, or considerably over one-half, are in Charlottetown. Of the other localities which go to make up the totals for each province the organizations of miners to the number of 13 in Cape Breton county, 6 in Pictou county, organizations in different trades to the number of 7 in Sydney, and to the same number, for the most part all of one group, in Truro, constitute most of the organizations of Nova Scotia. In New Brunswick, Moncton with 10 organizations, Campbellton and Woodstock with 4 bring up the total in that province, while in Prince Edward Island, Summerside with 3 organizations of one class of labour, leaves but three localities each with a single organization belonging to the same group to make up the total for that province.

Nature of Organization.

Having regard in the next place to the nature of existing organizations, it will be

\*(See Labour Gazette, Vol. II, No. 2, page 90 : "Labour Organization in Canada." I—Historical.)

## LABOUR ORGANIZATION IN CANADA,—

TABLE ILLUSTRATIVE OF THE GROWTH OF LABOUR

Classified group of Trades.	Province.	Year in which											
		1860	61	62	63	64	65	66	67	68	69	1870	71
Building .....	Nova Scotia .....												
" .....	New Brunswick .....												
" .....	Prince Edward Island .....												
Metal, Engineering and Shipbuilding .....	Nova Scotia .....					1							
" .....	New Brunswick .....					1							
Woodworking and Furnishing .....	Nova Scotia .....											1	
" .....	New Brunswick .....												
Printing .....	Nova Scotia .....											1	
" .....	New Brunswick .....												
" .....	Prince Edward Island .....												
Clothing .....	Nova Scotia .....												
" .....	Prince Edward Island .....												
Tobacco .....	New Brunswick .....												
" .....	Prince Edward Island .....												
Mining .....	Nova Scotia .....												
Transport .....	Nova Scotia .....								1				
" .....	New Brunswick .....						1						
" .....	Prince Edward Island .....												
Employees of Public Authorities .....	Nova Scotia .....												
" .....	New Brunswick .....												
Hotel and Restaurant Employees .....	New Brunswick .....												
Delivery Employees .....	Nova Scotia .....												
Clerks .....	Nova Scotia .....												
General Labour .....	Nova Scotia .....												
" .....	New Brunswick .....												
" .....	Prince Edward Island .....												
Total number of organizations formed in Maritime Provinces .....						1	1		1		1	1	

seen that in the maritime provinces railway organization has been by far more extensive than organization in any other class of employment. Out of a total of 138 organizations in these provinces 58 are to be classed under the heading of transport. In the province of Nova Scotia 33 of this number, or three-fourths of the total number of that province, belong to this group. In Nova Scotia the largest single group of organizations is to be found in the mining

and quarrying industries, there being 23 or a little less than one-third of the total organization of the province in this group. On the other hand, there are no organizations of this group in either of the provinces of New Brunswick or Prince Edward Island. This, of course, chiefly for reasons to be found in the natural resources of the provinces, Nova Scotia being pre-eminently a mining province. The building trades are next in the number of or-

DEPARTMENT OF LABOUR, CANADA.  
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[illegible]

ganized trades, the numbers 9, 4 and 2 indicating the number of organizations of this group in the provinces of Nova Scotia, New Brunswick and Prince Edward Island respectively, appear from the table to be indicative of the comparative activity of organization in the respective provinces. The metal, engineering and shipbuilding trades come next in Nova Scotia and New Brunswick; and general labour in Nova Scotia and Prince Edward Island. In all

of the other trades, excepting possibly the printing trade, organization of anything other than a most elementary and sparse nature can hardly be said to exist.

### Growth of Organization.

Organization in the maritime provinces dates from the year 1864. The first organization having a continuous existence to the present day being one which was formed in that year in the province of Nova

Scotia in the metal trades. In New Brunswick, a union in the transport group was organized in the following year, and two years later a union belonging also to the transport group was formed in Nova Scotia. In 1869 and 1870 unions were formed in the printing and woodworking trades respectively in Nova Scotia, but from that time until 1879, at which date 3 local unions were formed in the mining industry, no new organizations with an existence continuous to the present time, were formed. It must be remembered, however, that during these early years some successful attempts at organization were made. The printers of St. John, N.B., for example, received a charter from the National Typographical Union in May, 1865, but after a few years they ceased to exist and were not reorganized until February, 1881.

Through the 80's organization in the maritime provinces was most active in Nova Scotia, in the mining industry, and in Nova Scotia and New Brunswick in the transport trades. But even in these groups organization was intermittent. From 1881 to 1890, for example, there is no record of any renewed organizations among the miners in Nova Scotia, although the formation of three local organizations in the building trades in the years 1882, 1885 and 1888 respectively, and the formation of one or two organizations in the transport group, show that among labour generally there was some activity along organization lines.

Most remarkable, however, is the fact that organization in the maritime provinces of any general or extensive sort has been a movement largely of the present decade, and, excepting organizations of min-

ers in Nova Scotia during the year 1900, a matter of last and the present year. The total number of organizations formed in 1901 was, for example, 33, and up to July during the present year this number had been increased by 19, making a total of 52, or nearly one-half of the total of existing organizations in the maritime provinces.

### A General Review.

Briefly reviewing the entire development it would appear that during the years 1864 to 1870 organization had become known through the formation of five local unions, all, with one exception, in the province of Nova Scotia. During the 70's, there was no organization whatever excepting in the final year, the formation of the 3 miners' unions as above mentioned. During the 80's, 21 new organizations were added to the eight already existing, and during the 90's this number was further increased by the addition of 28 more, eight of which, as also mentioned, were formed in the last year of that decade among the miners of Nova Scotia.

In Prince Edward Island it is to be noticed that the first organization formed was in 1898; all of the others, with the exception of five, one of which was formed in 1899, and the other four last year, were organized during the first seven months of the present year.

### Additional Tables.

Labour organization in the province of Quebec will be the subject of the next special article on the growth and development of labour organization in Canada, and will appear in next month's *Gazette*.

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## INDUSTRIAL CONDITIONS IN BRITISH COLUMBIA—Concluded.

INDUSTRIAL conditions in British Columbia was the subject of a special article based on the recent report of the Royal Commission on Chinese and Japanese Immigration, the first part of which article was published in the last number of

the *Gazette*. In that part an account was given of the proportion of Japanese and Chinese in the industrial population of the province. The subjects of land clearing and agriculture were dealt with, and coal, placer and lode mining treated of

in turn. The present article is a continuation of the last ; and is concerned with a review of the chief remaining industries of the province.

### The Lumber Export Industry.

Altogether there were in 1900 about 1,800 whites, 240 Chinese and 452 Japanese employed in the lumbering industry in British Columbia. According to the report of the Provincial Timber Inspector for the year ending December 31, 1900, 152,488,199 feet were cut upon Crown lands in timber, 19,202,900 feet in cord-wood, and 61,140,883 feet upon leaseholds in timber, or a total of 232,831,982. There was cut upon private property during the same period 9,745,641 feet in timber, and upon railway lands 27,272,770 feet. There were 6,386,077 feet of timber imported. In 1899 the cut amounted to only 217,000,000 feet, or about 59 million feet less than in 1900. These figures, of course, do not include timber cut on Dominion lands.

The total shipment of lumber of the British Columbia mills for export during 1900 was 84,210,553 feet, to which the Chemainus mills contributed 38,365,853 feet, the Hastings mills 23,873,782 feet, the Moodyville mills, 19,312,482 feet, the Royal City mills at New Westminster, 1,312,100 feet, the C.P.R. mills at Fort Moody, 657,353 feet, and the Northern Pacific Lumber Company, Barnett, 659,003 feet. It will be noticed that the three mills first mentioned contributed about 97 per cent of the total export. From the Puget Sound mills, during 1900, there was a total export of 156,857,489 feet.

The destination of the timber exported from the British Columbia mills was as follows :—

	Feet.
Great Britain and Europe..	25,043,613
Australia .. . . .	33,936,773
China and Japan .. . . .	9,463,501
Africa .. . . .	5,887,385
Peru .. . . .	4,554,350
Chili .. . . .	3,858,830

other South American, Mexican and United States Atlantic ports accounting for the balance.

With regard to wages, a foreman earns from \$30 to \$140 a month and board, and a Japanese labourer from 90 cents to \$1.25 a day and board. Board is estimated to cost 35 cents a day. Unskilled white labour is paid from \$1.50 to \$2 a day, semi-skilled from \$2 to \$2.50 and skilled from \$2.50 to \$3.50, or as high as \$4.50 or \$5 a day.

### The Shingle Business.

The shingle business rests upon a somewhat different footing from the lumbering business in British Columbia, and has become a very important industry. Altogether there are 445 whites, 183 Chinese and 364 Japanese engaged in the shingle mills of the province. The Pacific Coast Company's mills have a pay-roll of \$2,000 a month, while the Heaps Company paid in wages during March, 1900, to whites, \$1,681.30 ; to Japanese, \$711.70; and to Chinese, \$540, running night and day. The ordinary sawyer earns \$2.75 a day and \$3.50 if exceptionally efficient. Cord-wood cutting is done through the agency of Chinese contractors who employ men at about \$1.20 a day.

### The Canning Industry.

The canning industry in British Columbia ranks in importance with mining and lumbering. Its growth may be illustrated by the fact that in 1896 the total number of licenses granted throughout the province was 3,533, whereas in 1901, the number was 4,722, of which 1,958 were granted to Japanese, 548 to canners and 2,216 to others. For many years past the total pack of the Pacific Coast has been in the neighbourhood of 3 million cases, but during 1901, the enormous pack of over 5 million cases of 48 one-pound tins is reported. Of this number over 1,200,000 were produced in British Columbia, 950,000 of which were packed on the Fraser River. In 1896, 14,227 men were employed in the industry and the plant was valued at 2,197,248. In 1900, the figures were 20,262 employees and \$2,839,904 for value of plant. It is estimated

that 4,000 Japanese are directly engaged in the fishing business.

In 1900, the value of the pack by districts was as follow : Fraser River, \$1,590,532 ; Skeena River, \$702,144 ; Rivers Inlet, \$439,617 ; Nass River, \$96,960 ; Vancouver Island, \$82,089 ; total, \$2,911,344, as based upon a uniform price of 10 cents per pound. Of the 20,000 employees engaged in the fisheries about 10,000 are employed in and around the canneries, and of these about 6,000 are Chinese. Forty-nine of the 74 canneries of the province are situated on the Fraser River. The process of canning is almost exclusively done by contract, the agreement being made with boss Chinamen, who hire their own help in their own way. Certain Chinamen have become experts in the business and earn from \$35 to \$45 a month, being furnished generally with an advance of from \$30 to \$40 at the opening of the season. The contractor also supplies the provisions of his men, and it is on this that he counts on making the chief item of his profit. White men make from \$40 to \$100 a month, including board, which is commonly estimated at \$12 a month. The value of the plant of a canner runs from \$10,000 to \$15,000, when capable of producing from 1,500 to 2,000 cases a day. Some very interesting tables as to rates of wages, hours of labour, cost of packing, &c., were furnished by Messrs. Ewen & Co., of New Westminster, to the Commission, and are reprinted in the report.

### Domestic Service.

White girls as domestic servants can get employment in British Columbia at from \$15 to \$20 a month, and are very scarce. This class of employment throughout the province is largely in the hands of the Chinese. Thus in Victoria there are 330 Chinese domestic servants, in Vancouver 265, in New Westminster 65, in Nanaimo 42, in Kamloops 30, and in Rossland 120, earning wages varying from \$10 to \$30 a month in private families and \$25 to \$45

in hotels. There are 57 Japanese domestics employed in Victoria.

### The Laundry Business.

From 800 to 1,000 Chinamen are engaged in this business in British Columbia, and over a quarter of a million dollars is annually paid out to them in this connection. There are 40 Chinese wash houses in Victoria, employing 197 men, 35 in Vancouver, employing 192, 9 in New Westminster, employing 38, and 20 in Rossland, employing 60. The average wage paid is from \$8 to \$18 a month with board.

### Merchant Tailoring.

In 1891 there were in Victoria 18 white tailor shops, employing 150 men and women at wages amounting to about \$109,000 a year, an average weekly wage of \$18 for men and \$10 for women. A Tailors' Union was in existence with a membership of 130. In 1901 there were 21 white men and 30 women and girls working at an average wage for men of \$12 and for women of \$6, or a yearly total of \$22,464, high class workmen being paid at the rate of \$18 per week. There are now also 14 firms of Chinese merchant tailors, employing 84 hands, engaged in the manufacture of clothing for white people, and two Chinese firms engaged in the manufacture of Chinese clothing. The Chinese pay from \$25 to \$40 a month, and they can live for \$7 or \$8 a month. Ready-made clothing of eastern manufacture has encroached upon the tailoring business in British Columbia, and is responsible for a part of the falling off in business. The Chinese, however, do more than half the trade in ordered clothing in Victoria. In the evidence given before the commission in this connection, a journeyman tailor furnished the following statement as to the cost of living in Victoria :—

Rent . . . . .	\$ 96
Groceries, meat, milk, &c. . . . .	365
Boots and shoes. . . . .	40
Fuel. . . . .	30
Dry goods and clothing for self, wife and children. . . . .	100
School supplies . . . . .	12
Scavenger . . . . .	9
Taxes . . . . .	5
Furniture, dishes, &c. . . . .	5
Total . . . . .	\$662

With additions for laundry, newspapers, church, doctors' bills, &c., this amount is brought up to about \$800 a year.

The wholesale manufacture clothing trade is chiefly centered in the city of Victoria. A few white women and girls find employment in it, but the Chinese have almost wholly displaced white labour in some of the branches. The work is done by the Chinese through the Chinese contractors. From \$2.25 to \$6 per dozen is paid for making trousers.

### The Boot and Shoe Trade.

There is one small boot and shoe factory in British Columbia, situated at Victoria, employing 16 Chinese at from \$1 to \$1.35 a day, and 4 white men at from \$2 to \$3 a day. Eight years ago there were 150 Chinese employed in this branch of industry, and 30 white men. Eastern competition has accomplished this result, owing to the fact that, although as many lines are required in British Columbia as in the east, a comparatively small number of each is needed, and manufacture on a cheap scale is therefore impossible.

### Cigarmaking.

At Victoria 32 hands are employed in cigarmaking, of whom 19 only are cigarmakers proper. The rate of wages paid is that of the Cigarmakers' International Union, which took effect on May 1, 1899, and ranges from \$11 to \$19 per thousand cigars, or from \$1.10 to \$1.90 a hundred. At Victoria there are 7 Chinese, including 3 Chinese women employed in the trade at from 50 cents to \$1 per hundred cigars. Cigarmaking is also carried on at other towns and cities of the province, but no information with regard to them is included in the report.

### Brickmaking.

There are 300 men employed in this industry in British Columbia, 85 to 90 per cent of whom are Chinese, white men being retained only as teamsters and foremen. At Kamloops alone is white labour exclu-

sively employed. The Chinese are paid from \$9 to \$10 a week, a Chinese labourer earning \$2.50 a day. A moulder's work is 8,000 bricks a day. The price of bricks at the date of the evidence taken before the commission was \$7.50 a thousand.

### Lime Burning.

This work is largely done by Chinese, the wages being from \$1 to \$1.25 per day, white men receiving \$45 to \$50 per month.

### Fruit Canning.

This industry is as yet of minor importance in British Columbia. Men engaged in it receive \$60 a month, women and girls 75 cents to \$1 a day, boys \$25 to \$35 a month, and Japanese \$1 a day.

### Sugar Refining.

From 70 to 100 men are employed in this industry, 97 per cent of whom are unskilled labourers. The lowest wage paid is 20 cents per hour. The raw material is brought from Cuba, Java, Queensland, South America, Mauritius and Hayti. The competition with Montreal refineries and with the refineries in China is keenly felt. There is no export demand, the Indians of the province furnishing the largest market for British Columbia sugar.

### Railways.

There are 4,693 men employed on the Pacific Division of the Canadian Pacific Railway at \$1.25 to \$1.50 a day for white labour, according to locality. Of these 99 are Chinese and from 70 to 300, according to the season, are Japanese, paid from \$1 to \$1.10 per day as governed by local conditions. An approximate statement is given in the report regarding white labour employed during the year 1900 on the Canadian Pacific Railway, giving full details as to numbers, class and wages of men employed.

The Nanaimo and Esquimalt Railway Company employ from 150 to 200 white men and from 40 to 60 Chinese, the latter

chiefly as section men at \$1 a day. Italians are also employed on construction work at \$1.40 per day. In 1900, \$2.50 a day paid, and in 1901, \$2 for white labour on railway construction, board being \$5.25 a week on the Lardo extension. The British Columbia Electric Railway Company operates lines in Victoria, Vancouver, New Westminster, and between Vancouver and New Westminster, employing 380 men, all white. About 170 to 180 of these are employed in Vancouver, 60 to 70 in New Westminster, and 140 in Victoria.

### C.P.R. Steamship Company.

Under present conditions the company does its repair work at Hong Kong with Chinese labour. It has been estimated that if this work were performed in British Columbia it would mean an expenditure of about \$7,536 a month to mechanics, shipwrights, caulkers, coppersmiths, blacksmiths, painters, riggers, &c., which, with other expenditures, would swell the amount to \$10,000 or \$12,000 monthly. About 570 Chinese are employed on the company's steamships as ship servants.

### Chinese Merchants and Traders.

There are in the city of Victoria 109 Chinese firms of 288 partners, doing a total business during the year ending February 17, 1901, of \$1,059,805.12. Real estate to the value of \$296,090.25 is owned, and capital to the extent of \$573,500 is invested in business by Chinese in Victoria. In Vancouver there are 143 Chinese merchants in partnership, comprising 47 firms and doing business to the amount of \$578,051.50. In the city of Nanaimo and in the towns of Extension, Oyster Bay, Alexandria, Wellington, Chemainus and Duncans, there are 38 Chinese merchants, doing a total business amounting to \$162,930 annually. New Westminster has 20 Chinese firms doing business to the extent of \$316,917, representing a capital invested of \$76,455.50.

### Trade with China.

The total trade of Canada with China in 1896 amounted to \$1,690,456, which had

fallen in 1900 to \$880,740. Imports in 1900 were \$624,433, and exports, \$256,307. The war in China is held to account in part for this diminution, but the facts that the importation of Chinese tea, sugar and molasses have diminished to such an extent as to account for nearly the whole difference in imports, while during the same period the Canadian importation of tea from British East India and sugar from the United States and Belgium have greatly increased, are significant. In 1896, Canada exported \$549,000 worth of cotton and cotton manufactures and \$88,000 worth of lumber. In 1900 cotton manufactures had fallen to \$110,000, while lumber had increased to \$116,000. There was also a falling-off in metals and their manufacture while other exports slightly increased. Exports of the produce of the farm did not amount to \$5,000.

### Trade with Japan.

Canada's trade with Japan is very small. In 1900 the imports were valued at \$1,762,534, of which \$1,301,215 were free. The importations of tea alone amounted to \$1,276,736. Exports during 1900 were valued at \$112,308, of which fish and lumber were the chief items. The export trade in dried salted dog salmon to Japan shows an increase from \$160,000 in 1898 to \$228,000 in 1900. The export of fish and fish products to Japan since 1896 was as follows:—

1896.. . . .	\$ 2
1897.. . . .	1,079
1898.. . . .	17,986
1899.. . . .	40,270
1900.. . . .	47,773

### Other Industries.

Other industries on which the report touches are sealing, with regard to which it is stated that 24 men, half of whom are Indians, as a rule constitute the crew of a vessel; and boat-building, in which trade is only one factory using machinery in the province, employing 24 hands at from \$3 to \$4 a day for men, and \$1.25 to \$2.50 for boys.

## WAGES AND HOURS OF RAILWAY EMPLOYEES, CANADA.

**D**URING the three past months the Department of Labour has been making a special investigation into the rates of wages and hours of labour of railway employees in Canada. Official communications were sent to all of the important railway companies in the Dominion carrying on both a passenger and freight traffic. The number of these roads may be placed at about 50, regard being had to such only as are doing business on a scale sufficiently large to be considered as other than roads of a particular locality. With but one or two exceptions, the request of the department for official returns from these companies was promptly complied with. Communications were also addressed to the secretaries of the several local organizations of railway employees asking for a statement of the respective rates current in the localities over which the local unions had jurisdiction. The number of local organizations of railway employees in Canada is about 250. By the secretaries of some of these locals prompt and explicit returns were made, but from a considerable number, either through oversight, delay or other reason, the Department did not receive satisfactory replies. From the returns obtained in this manner from both employers and employees, statistical tables showing the current wages and hours have been prepared.

### Classes of Employees.

In the communications addressed to the railway companies and to the local unions it was stated that the Department was desirous of having its information as accurate as possible, and particulars were asked in regard to the following classes of employees: Railroad conductors, locomotive engineers, locomotive firemen, trainmen, switchmen, trackmen, telegraphers and freight handlers. The present issue of the *Gazette* contains statistical tables on the rates of wages and hours of the first of these groups, viz.: railroad con-

ductors. Tables giving like information in regard to the other groups will appear in subsequent issues of the *Gazette*, in the order here stated.

### Methods of Classification.

In all cases an attempt has been made to classify the information in such a manner as to indicate the nature and amount of the rates in the different parts of the Dominion, and to make the information readily accessible for purposes of immediate reference and comparison. As the object sought in the investigations conducted by the Department into current rates of wages and hours is the furnishing of statistical data of existing conditions in the various trades of Canada, and not the disclosure of facts in regard to any particular business, it is apparent that this end may best be served by stating the rates only, and not publishing the names of the companies to which the several classes of rates apply. In the tables which appear an index number has therefore been substituted for the names of companies. In order to enable as correct an estimate as possible to be made, it has been thought best to publish separately the rates paid by individual companies; any attempt at averages, except to a limited degree and confined to the rates paid to their employees by particular roads only, would be misleading. This is true in part, because of the fact that different methods of payment prevail on different roads even in close proximity to each other and in the same province, and in some cases to a correct understanding of the rate itself, the method of payment is quite as important as the amount. Accordingly it has been found necessary, even at the expense of considerable space, to give what might appear to be an unnecessarily minute classification and a variety of details. Rightly considered, however, this detailed classification should be of the very greatest assistance in making intelligible the data

## WAGES AND HOURS OF

TABLE No. 1.—

CLASS OF

PROVINCE.	Railway Co.	PASSENGER.					MIXED.					THROUGH						
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.				
			c.	¢	c.	¢	cts.	¢	cts.		c.	¢	c.	¢	cts.	¢	cts.	
P.E. Island.	12	1st year's service (on mileage basis)					2 00											1st year's service (on mileage basis)
		2nd "					2 20											2nd "
		3rd "					2 40											3rd "
		4th sub. "					2 75											4th sub. "
Nova Scotia.	5	Regular express.	1															1st 6 months
		Extra service...		25														2nd "
																		3rd subsequent years.
	6	(150miles=1 day)						60 00										
	7					20												
	8	1st year's service					1 90											
		2nd "					2 10											
		3rd "					2 30											
		4th "					2 50											
	2	1st year's service					2 00											1st year's service.
		2nd "					2 20											2nd "
		3rd "					2 40											3rd "
	4th sub. "					2 75											4th subsequent service.	
New Brunswick.																		Consolidation engines 10c. extra per day.
	10	10 hours=day...					1 83	57 90										
								61 00										
	15	(10 hours=day)..					1 75											
	16							50 00										
	14	Regular						50 00										
		Special...					1 40											
	17	(12 hours=day)..					2 20											
	39	10 hours=day...					2 40											
	2	1st year's service					2 00											1st year's service.
		2nd "					2 20											2nd "
		3rd "					2 40											3rd "
	4th sub. "					2 75											4th sub. "	
Quebec.																		Consolidation engines 10c. extra per day.
	1	Main line (senior rate) 10 hours.					2 50-	3 65	Main line (senior rates) 10 hrs.							3 00-	3 15	
		(Junior rates are 20 p.c. less).							(Junior rates are 20 p. c. less).									
		Branch lines..						80 00-										Branch lines, jun. sen.
								95 00										" sen.
																		Extra allowance for heavy engines, e.g. mogul 10 wheel engines 10c. per 100 miles.
																		Consolidation and mastodon, and decapod 25c. per 100 miles.
																		(Special freight)—
	18	(12 hours or 226 miles=1 day.)					2 90		1st class				2 25					1st class..
									2nd "				2 00					2nd "
									3rd "				1 75					3rd "
	20						3 25											
19						3 00												
22	Main line.						75 00-										Main line	
							95 00											

## RAILWAY EMPLOYEES, CANADA.

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLE, SERIES B.—No 9.

## RAILWAY CONDUCTORS.

TRAIN.

[illegible]

## WAGES AND HOURS OF

TABLE No. 1.—

CLASS OF

PROVINCE.	Railway Co.	PASSENGER.					MIXED.					THROUGH	
		Specified Conditions.	Per mile.		Per day.	Per month.	Specified Conditions.	Per mile.		Per day.	Per month.	Specified Conditions.	
			Per 100 miles.	Per hour.				Per 100 miles.	Per hour.				
			c.	¢.	¢.	¢.		c.	¢.	¢.	¢.		
Quebec—Con	21	Branch line.....				60 00							
	23					2 75							
	43					2 25							
						2 60							
	42	(12 hour day) ...			1 75—								
					2 00								
	2	1st year's service.			2.00							1st year's service..	
		2nd " "			2.20							2nd " "	
		3rd " "			2.40							3rd " "	
		4th & subsequent year's service.			2.75							4th & subsequent year's service.	
Ontario.....	3					65-105					50-70	Consolidation engines 10 cts. extra per day.	
	1					100					80		
		Local.....				95							
	27	Shorter routes.....				60-82							
	24	1st year's service.			1.75								
		2nd " "			1.90								
		3rd " "			2.00								
	25	12 hours=day....				60						12 hours=day....	
		\$1 per month added for each year's service.										\$1 per month added for each year's service.	
		Joint service, with other road.				90							
Manitoba...	26				2 80								
	28	Main line.....				110						112 miles=day...	
												2,900 " =month	
	4	Branches.....			2.20—	60-83							
					2.50								
	40	Branch line.....				70							
						90							
	3	Varies according to run.				50-110	Varies according to run.				85-100		
	1					85-100					80-90		
		Shorter runs.....				60-75						Further west....	
B. Columbia.	1	Main line.....	2			105	Main line....				90	Main line.....	
		Guarantee on regular passenger trains of										Overtime at 3c. per mile allowed after 3,100 miles travelled per mo.	
	41	Guarantee.....				100	Overtime 3c. p. mile after 3,100 miles per month.				90 9 hours 100 miles =day.		
Yukon Territory.	1	Main line.....				115						Mountain section.	
	35	Section.....				90-95							
	44	12 hours=day....				100							
Yukon Territory.		12 hours=day....				75							
	34	10 hours=day....			6.00	-100						10 hours=day....	

TRAIN—Continued.

FREIGHT.					WAY FREIGHT.					WORK AND CONSTRUCTION.						
Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.
cts.	¢ cts.	cts.	¢ cts.	¢		c.	¢ cts.	c.	¢ c.	¢		c.	¢	c.	¢ c.	¢
			2 60													
			2 30- 2 40													
	2.00				1st year's service..				2 20							
	2.20				2nd "				2 40							
	2.40				3rd "				2 60							
	2.75				4th and subsequent year's service.				2 95							
2 1/2-2 1/2	2.09- 2.70						2.64- 3.24			67-80						
					75 Local. 12 h.=day. \$1 per month added for each year's service.					80						
			2.60 1.70- 1.75		Main line.					85-90 12 hour per day.					2.60	90
			2.20													
				80												
2 1/2-2 7/16					Varies according to run.					65 100						
	2.09- 2.70						2.64- 3.24									
	2.73- 3.00															
				110- 125							26 days of 12 hrs. =1 month.					90
	3.00										Work 26 days of 12 hrs. =1 month.					90
4																95
			6.00								Work Rotary.....				6.00 6.50	

presented and serve to enhance its usefulness for purposes of statement and comparison.

### Rates of Railroad Conductors.

The first point to notice in connection with the earnings of railroad conductors is, that there is a difference in the rates paid according to the class of trains conductors may have in charge. The important classes are, passenger, mixed, through freight, way freight, and work or construction trains. Further, a difference in the method of payment under each of these classes is found for some of the roads. In tabulating the information the Department has not sought to make it up on any one basis but has given the information precisely as stated in the returns received. As a consequence, it will be found that in some cases payment is by the month, in others that the unit of payment is so much per day, per hour, per 100 miles or per mile. Allowing, as a sort of general rule, 100 miles or 10 hours as an equivalent of a day where the contrary is not specified, little difficulty should be experienced in obtaining for purposes of comparison an approximately correct estimate. It must not be forgotten, however, that, as a means of securing a common denominator, this method is applicable only in a very general way and in some cases is possibly misleading.

### Causes of Differences in Rates.

It should be observed that even on the same road, in the same classes of trains, and in the same localities, a difference in the rates paid may exist, this difference depending in most cases on the length of service. Where such a difference has been specified in the returns received it has been indicated in the schedules prepared. Sometimes the difference is to be accounted for by certain features of the road being considered favourable or otherwise on account of the length of the run, proximity to cities or other reason. Where differences of this sort have led to the pay-

ment of different rates, instead of substituting an average, the Department has given the minimum and maximum rates, as stated in the returns. Other facts, such, for example, as the class of engine used, regular or special service, branch or main line service, help to account for a difference in rates paid. Where these have been cited they are set forth in the statistical tables under the general heading of specified conditions.

In order that the figures given might reflect as correctly as possible existing conditions, care has been taken to still further classify the returns according to provinces, giving in each province the rates paid to employees on roads operated entirely within the province, and in the case of roads running through two or more provinces the actual rates paid in the province specified, whether they be the same or different from the rates paid by the same company in any other province. Moreover, where within any one province the same company has a higher rate in one division than in another, this fact has been noted either by giving a minimum or maximum rate or by indicating the difference in the parts of the province to which the rates apply.

As the information in regard to rates is set forth so concisely in the tables which have been prepared and which are published herewith, no statement need here be made of the average earning of railroad conductors or of the nature of differences which exist on different roads and in different parts of the Dominion. Any general statement could hardly be other than misleading if given a limited application, and for this reason it is best that deductions should be drawn from the tables themselves, the explanations as to the methods of classification and determining factors given herewith being intended to serve as a means of giving colour and true proportion to the purely statistical data the tables contain.

## INDUSTRIAL CONDITIONS IN GREAT BRITAIN.

THE Eighth Annual Abstract of Labour Statistics of the United Kingdom, for the year 1900-1901, published by the Labour Department, Board of Trade, London, recently published, is filled with much interesting information upon various industrial conditions in the United Kingdom, and contains numerous statistical tables on subjects of general interest to labour. The report is composed of condensations of labour statistics which have been presented throughout the year in the English *Labour Gazette*, and other publications of the Labour Department of the Board of Trade. The report is divided into nine parts : (1) Employment, production and exports; (2) Wages and hours of labour; (3) Prices; (4) Trade disputes and conciliation; (5) Industrial accidents and diseases; (6) Associations of employers and workmen; (7) Population; (8) Occupations of the people; and (9) Miscellaneous.

### Employment, Production and Exports.

Under the head of fluctuations in employment, tables are presented giving the percentage proportion of trade unionists unemployed for the years 1888 to 1901 inclusive; number of miners employed in mines; days worked per week by coal mines, and general employment in iron and steel works, tinplate works, on docks and wharfs, and employment of women and girls in the textile trades. The percentage of unemployed members of trade unions for all trades for which returns were received was, in 1901, 3·8 as compared with 2·9 for 1900. The average number of days worked per week in 1901 was 5·12 in the coal mines and 5·58 in the iron mines. The percentage of women and girls employed at mills giving full employment, was 83·8 in cotton spinning, 69·6 in cotton weaving, and 77·3 in woollen and worsted trades. The mean daily number of labourers employed on London docks and wharfs was 16,454 in 1901, as compared with 15,530 in 1900. The production of coal in 1901 was 219,046,945 tons, and the amount ex-

ported in the same year, 41,878,345. Particulars are also given under this heading of work done by labour employment bureaux. The number of fresh applicants for work during each month of the year 1901 averaged 1,445, of whom an average of 782 found employment. The number of women seeking work at employment bureaux was 7,609 in 1901, of whom 1,516 were engaged by employers.

### Wages and Hours of Labour.

Under the heading of Wages and Hours of Labour are given particulars as to standard rates of wages and hours of labour prevailing at the beginning of 1902, changes in rates and hours of labour, profit sharing, &c. The number of individuals affected by changes in rates of wages was, in 1901, 901,820, the net fall in all trades being £78,516, of which £62,603 were in the mining and quarrying trades and £21,127 in the metal, engineering and shipbuilding trades, the building trades alone showing a rise of £2,293. The number of persons affected by changes in hours of labour was 24,749 in 1901, and the net decrease in weekly hours of labour 51,748, the same figures for 1900 being respectively, 57,726 and 238,043. This chapter concludes with tables on the profit-sharing system, by which it is shown that the number of persons employed in businesses in which profit-sharing was known to exist, was in June, 1900, 54,168, and in June, 1901, 53,526. The number of profit-sharing schemes that have ceased to exist since 1829 is given at 98, the causes being variously assigned to death of employer, liquidation, &c., the chief of these causes being liquidation, losses or want of success, and dissatisfaction of employers with results.

### Prices.

The ascertained prices of coal and iron, obtained from an examination of certain employers' books by accountants appointed by the employers and workpeople concerned, are given, and the statement made that

these ascertained prices are largely used in regulating changes of wages under sliding scales, &c. Prices are also given for wheat, barley and oats for the years 1860 to 1901 inclusive. Bread prices for 1900 and 1901 are also given, the average price per 4-lb. loaf at co-operative stores being about 5d. in 1901, a slight advance over prices in the year preceding.

### Trade Disputes and Conciliation.

Trade disputes, which are given for the years 1894 to 1901 inclusive, are grouped by trades, by causes and results, and other tables are given showing the methods of settlement, the districts affected and the percentage of working population involved in disputes in groups of trades. The figures for 1901 show 624 disputes indirectly affecting 175,165 workingmen, with an aggregate duration in working days of 3,930,841. Of these disputes 55,440 were in connection with wages, 18,815 being for increases, 14,439 against decrease, and the balance for other causes having to do with wages. A total of 4,198 had to do with hours of labour, 1,464 being for a decrease and 2,734 with other causes, while the employment of particular classes or persons, working arrangements, trade unionism and other causes, account for 47,780 of the work-people concerned, making a total of 107,418 directly affected. The percentage proportion of work-people directly concerned shows 51·6 per cent for wages, 21·5 per cent working arrangements, trade unionism, 10·6 per cent, employment of particular classes of persons, 9·5 per cent, hours of labour, 3·9 per cent and other causes 2·9 per cent. The results of disputes, based on the number, are given in the following percentages:

In favour of work-people, 24·5; in favour of employers, 41·0; compromised, 29·0; indefinite or unsettled, 5·5. The percentages based on the number of work-people directly involved show somewhat different results, 27·1 being in favour of work-people, 32·6 in favour of employers, 36·2 compromised and 4·1 indefinite or unsettled. Of the methods by which trade disputes were

settled, 431 were by direct arrangement or negotiation between the parties or their representatives, 80 by replacement of work-people, 44 by return to work on employers' terms without negotiation, 21 by arbitration, 12 by conciliation and mediation, 2 by closing of works and 34 were reported as indefinite or unsettled. The mining and quarrying trades show the greatest percentage of work-people engaged in labour disputes. Of the total of 33 strikes settled by arbitration and conciliation, 11 were settled under the Conciliation Act of 1896, 10 by trade boards, and 12 by individuals.

### Industrial Accidents and Diseases.

The chapter on industrial accidents and diseases gives a list of cases of poisoning and anthrax in factories and workshops for 1900 and 1901, and shows a total of 1,058 cases from lead poisoning, 22 from arsenic poisoning, 37 cases of anthrax, chiefly from the handling of wool and hides and skins, and 3 cases of phosphorus poisoning. Lead poisoning was responsible for 38 deaths, arsenic for 3, and 7 deaths resulted from anthrax, contracted in wool sorting, handling of horsehair, and of hides and skins. Industrial accidents are classified under various headings, showing the industries in which the accidents occurred, nature of injury, &c. The total number of accidents resulting in death, both male and female, and reported under the factory and workshop Acts, is given at 1,035 for 1901, and the total of non-fatal accidents at 32,729. The total number of accidents resulting in death and reported under the coal mines regulation Acts was 1,101 in 1901, the figures for the same year in metalliferous mines being but 30. The number of accidents to railway servants and seamen is also given, with particulars as to the causes. The number of deaths of seamen in 1901 was 1,723, and that of railway servants in the same year 565, with injured to the number of 14,740.

### Associations of Employers and Workmen.

In a general summary of associations of employers for the year 1901, the number of

associations in the different trades is given. Associations formed purely for the purposes of trade protection, insurance and the diffusion of information, have been, so far as possible, excluded. The building trades come first with a total number of associations of 425, metal, engineering and ship-building trades have 103, clothing trades 66, textile trades 52, mining and quarrying 36, miscellaneous trades 186, a grand total of 870. In 1900, there were 1,272 trade unions, with a total membership of 1,905,116, the membership being highest in the mining and quarrying, metal, engineering and shipbuilding, textile and building trades. Figures are given for 100 of the principal trade unions, showing funeral and other benefits, working and other expenses and total expenditures, with tables on income, funds and expenditure of 25 of the largest trade unions. Federations of trade unions, trade councils and congresses are also shown in detail. Similar information on workmen's clubs, co-operative societies, loan, building and friendly societies closes this part of the report.

### Population.

The chapter on population deals with the growth and movement of population, the housing of the people and their ages. The estimated population of the United Kingdom for 1901 is given at 41,546,660, and additional tables present information as to the population of towns with more than 100,000 inhabitants, births, deaths and marriages, and destination of emigrants. In 1901, there were 104,195 emigrants for the United States, 15,757 for British North America, 15,350 for Australia and New Zealand, 23,143 for South Africa, and 13,270 for other places out of Europe, making a total of 171,715, of whom 111,585 were English, 20,920 Scottish and 29,210 Irish. Figures from the census of 1891 are given as to the housing of the people and a classification made of tenements in England and Wales, by urban and rural districts. The total number of tenements in all districts was 6,131,001, with a total number of occupants of 29,002,525. Overcrowded

tenements are also dealt with, ordinary tenements which have more than two occupants per room, bedrooms and sitting rooms included, being considered as overcrowded. Of this class of tenement there were 481,653, with a total number of occupiers of 3,258,044, the total population for the districts being 29,002,525. The conditions in Scotland and Ireland are different from those in England, in so far as the character of the houses is concerned, no tenements being given for Ireland, and those in Scotland differing in some respects from those in England, the number of families being given, instead of the number of tenements. There were, according to the census of 1891, 872,357 families in Scotland, with a total number of persons of 3,935,134. The number of houses in Ireland is given at 870,578, the number of families occupying them being 932,113. The chapter concludes with the population of England and Wales grouped according to age.

### Occupations of the People.

This section of the report on the occupations of the people gives a summary of the occupations of work-people, compiled from census reports for 1891, occupation of children under 15 years of age, employment in factories and workshops in 1897-8, number of persons employed in textile industries, &c., &c. The number of males engaged in industrial occupations is given at 5,494,446 for England and Wales, 742,036 for Scotland and 404,899 for Ireland, a total of 6,642,381. The unoccupied, under which heading are included children of no stated occupation, students and pensioners, are stated to be 6,852,831 in the United Kingdom. The number of females employed industrially is 1,840,898 in England and Wales, 290,368 in Scotland, and 252,255 in Ireland, a total for the United Kingdom of 2,383,521. The total number of unoccupied is given at 14,336,858. The total number of persons employed in textile factories in 1898 in the United Kingdom was 1,036,570, of whom 387,583 were males and 648,987 females. In non-textile factories, in the same year, the total was 2,892,643, of

whom 2,368,847 were males and 523,796 females. In the workshops in 1897, 320,678 males and 356,098 females were employed, a total of 676,776 for the United Kingdom. A summary is also given of seamen employed on ships in 1891 and 1896, showing a total of 172,773 for 1891 and 180,366 for 1896. The percentage of women employed in textile trades, married, unmarried and widowed is given at 17·8, 47·1 and 2·8 respectively.

The report concludes with information concerning workmen's compensation schemes, industrial actions and prosecutions, savings banks and pauperism. Tables are given showing the results of prosecutions under the Employers' Liability Act and Workmen's Compensation Act. There were in 1900, 669 cases under the former Act, 177 of which resulted in favour of the plaintiff and 97 for the defendant, 15 were carried to higher courts and 380 otherwise disposed of, the total amount of damages awarded being about £12,000. Under the Workmen's Compensation Act there were 1,942 cases, 1,050 of which resulted in favour of the applicant, 275 in favour of respondent, and 533 otherwise disposed of, with a total amount of over £50,000 awarded for compensation. The number of accounts open in post office savings banks in 1900 was 8,439,983, and in trustee savings banks for the same year 1,625,023, to which were added for accounts in penny banks, charitable institutions and friendly societies, a total of 31,550. The number of paupers in the United Kingdom on July 1, 1900, is given at 753,469, a decrease from the previous year, when the figures were 768,304.

### UNIONS FORMED FOR THE MONTH OF AUGUST, 1902.

The Department of Labour has received notices of the following organizations as having been formed during the month of August :

*New Brunswick—*

St. John—Hod Carriers and Mortarmen.

*Quebec—*

St. Hyacinthe—Cigar makers.

Montreal—Longshoremen.

Shawinigan Falls—Protective and Benevolent Union.

*Ontario—*

Belleville—Barbers.

Kingston—Barbers.

Hamilton—Butchers.

" Theatre Employees.

" Brewery Workers.

Toronto—Milk Drivers.

St. Catharines—Saw Makers.

*British Columbia—*

Vancouver—Stationary Firemen.

Victoria—Labourers' Protective Union.

" Ship Joiners.

### ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, AUGUST, 1902.

During the month of August the following orders were given by the Post Office Department for the supplies below mentioned ; all of these orders were given subject to the regulations for the suppression of the sweating system and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps; also type and brass crown seals. ....	\$ 304 96
Making and repairing rubber dating and other hand stamps and type. ....	23 00
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink. ....	474 95
Repairing post office scales. ....	18 00
Supplying mail bags. ....	560 70
Repairing mail bags. ....	516 11
Repairing mail locks and keys, also other mail bag fastenings and fittings. ....	42 75
Repairing letter boxes and mail clerks' tin boxes. ....	24 40
Miscellaneous orders for making and repairing postal stores. ....	6 18
Making up and supplying articles of official uniforms. ....	3,970 15

## GOVERNMENT CONTRACTS FOR THE MONTH OF AUGUST.

(Information supplied by the Department of Public Works.)

The following is a list of the contracts awarded by the Department of Public Works, and which received the signature of both parties to them, during the month of August, together with the minimum rates of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract.

Pile wharf, Huntsville, Muskoka District, Ont. Date of contract, August 22, 1902. Amount of contract, \$2,770.

## FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages.		
	Not less than the following :		
Contractor's foreman carpenter .. . . .	\$2.50 per day of 10 hours.		
Carpenters .. . . .	1.50	"	10 "
Blacksmiths .. . . .	1.25	"	10 "
Blacksmiths' helpers .. . . .	1.00	"	10 "
Ordinary labourers .. . . .	1.00	"	10 "
Driver, with one horse and cart .. . . .	2.00	"	10 "
Driver, with two horses .. . . .	3.00	"	10 "

Astronomical observatory at the Experimental Farm, Ottawa, Ont. Date of contract, August 28, 1902. Amount of contract, \$74,999.

## FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages.		
	Not less than the following :		
Contractor's foreman, for masonry .. . . .	\$3.50 per day of 9 hours.		
Contractor's foreman, for carpentry .. . . .	3.00	"	9 "
Masons .. . . .	3.24	"	9 "
Bricklayers .. . . .	3.24	"	9 "
Stone cutters .. . . .	3.24	"	9 "
Stone setters .. . . .	3.24	"	9 "
Builders' labourers .. . . .	1.50	"	9 "
Quarrymen .. . . .	1.71	"	9 " or 19c. per hour.
Derrickmen .. . . .	1.71	"	9 " " "
Powdermen .. . . .	2.00	"	9 "
Excavators .. . . .	1.50	"	9 "
Carpenters .. . . .	2.00	"	9 "
Joiners .. . . .	2.25	"	9 "
Stair builders .. . . .	2.50	"	9 "
Shinglers .. . . .	1.75	"	9 "
Lathers .. . . .	2.25	"	9 "
Plasterers .. . . .	2.70	"	9 "
Painters and glaziers .. . . .	1.75	"	9 "
Blacksmiths .. . . .	2.25	"	9 "
Ordinary labourers .. . . .	1.35	"	9 "
Plumbers and steamfitters .. . . .	2.00	"	9 "
Metal roofers .. . . .	2.00	"	9 "
Tinsmiths .. . . .	2.00	"	9 "
Electricians .. . . .	1.80	"	9 "
Driver, with one horse and cart .. . . .	2.00	"	9 "
Driver, with two horses and wagon .. . . .	3.00	"	9 "
Timekeeper .. . . .	1.50	"	9 "

## INDUSTRIAL DISTURBANCES IN THE UNITED STATES.

FROM time to time the Department of Labour at Washington has devoted an annual report to an analysis of the industrial disturbances occurring throughout the United States during a certain fixed period of time. The interval between January 31, 1881, and December 31, 1886, was thus made the subject of treatment in the third annual report of the department and the tenth brought down the survey of strikes and lock-outs occurring throughout the Union to June 30, 1894. The sixteenth annual report of the Washington Bureau, which has been recently published, extends the account to the end of December, 1900. As the two earlier reports are out of print, the last volume has been made more comprehensive by the incorporation in it, in consolidated form, of the salient facts recorded in the previous publications of the department. To this historical treatment of the industrial disturbances of the United States is added a statistical statement of strikes and lockouts occurring in the leading European countries during the past few years. There is also a chapter relating to the legal enactments and decisions of state courts in connection with industrial disputes.

### Strikes and Lock-outs prior to 1881.

From the historical standpoint, the chapter of the report which deals with the strikes and lock-outs occurring in the United States prior to 1881 is, perhaps, the most interesting and valuable in the volume. The important questions, whether strikes and lock-outs are novel incidents in the history of industry, or whether they are relics of a time and system that have passed away; whether they are the result of the comparatively modern phenomenon of trade unionism, the simple expression of the workingman's discontent and dissatisfaction with industrial conditions, or are the natural and unavoidable results of the trend of industry during the past century,

must look for their answer in just such a survey of the progress of industry during the past one hundred and fifty years. It will be seen that while the strike, as a weapon employed by the working classes to obtain redress of real or fancied grievances, did not, in the United States previously to 1880, assume sufficient importance to call for the intervention of government, it was by no means a new phenomenon at that date. The disturbances in New York, in 1803, known popularly as the 'sailors' strike,' and for long held to be the earliest example of a strike in the United States, is proved in the report to have been antedated by a similar disturbance among the bakers of the same city, dating as far back as 1741, and by demonstrations for higher wages on the part of the shoemakers of Philadelphia in 1796, and again in 1798 and 1799. From this time forward the practice of striking by employees who desired some concession, grew gradually until in 1835 the number of such disturbances reached the then high total of 11 in one year. This record was not exceeded until 1853, when 13 strikes were recorded. In 1867 there were 87, but the number thereafter immediately sank until 1871, when there were 78 strikes. After that the largest number of industrial disturbances reported was 47 in 1877 and 51 in 1879. In 1880, there were 813.

Since 1841 there has been no year without a strike or lock-out in the United States. The report does not pretend to cover the entire field in its investigations, but relies largely upon the report issued by the Bureau of Labour Statistics of Massachusetts in 1880, embracing an account of strikes in the state since 1825, and on a similar volume of statistics published by the Bureau of Pennsylvania, which covered for its own state the period from 1835 to 1881. The memorable railway strikes and riots which occurred in Pennsylvania in 1877, and in the mining regions of Ohio

between 1869 and 1881, are carefully described.

### Strikes and Lock-outs since 1880.

It is, however, with the extraordinary increase in the number of strikes and lock-outs occurring in the United States in the year 1880, and continuing annually since, not only without abatement but with a marked tendency to still further and gradually increase, that the present phase of this important industrial phenomenon may be said to have begun, and the report of the Washington bureau, naturally devotes almost the entirety of its attention to a discussion of the enormous proportions attained by the phenomenon of industrial unrest in the United States during the concluding twenty years of the nineteenth century. In treating of the subject the report prefaces the following definitions of a strike and of a lock-out:—‘A strike occurs when the employees of an establishment refuse to work unless the management complies with some demand; a lock-out occurs when the management refuses to allow the employees to work unless they will work under some condition indicated by the management. It appears, therefore, that these two classes of industrial disturbances are practically alike, the main distinction being that in a strike the employees take the initiative, while in a lock-out the employer first makes some demand and enforces it by refusing to allow his employees to work unless it is complied with.’

The authorities from which the information presented in the report has been collected were files of leading newspapers, of trade and commercial periodicals, of state labour reports, and the personal inquiries of agents of the department, to whom definite districts were assigned for canvassing.

### Strikes and Lock-outs by Years.

During the 20 years beginning January 1, 1881, and ending December 31, 1900, the total number of strikes in the United States was 22,793. Beginning in 1881 with

471, the number of strikes until 1885 was reached remained under 500. In 1886 it was 1,432, and the number has never since fallen short of 1,000 per annum, except in 1888, when it was 906. The year 1899, with a total of 1,797 strikes, presents the highest showing on the list.

As to the number of establishments involved, the highest showing is also for 1889 with 11,317; 1886 coming second with 10,053. Previously to 1886, the number involved never exceeded 3,000, while since that date it has never been less than 3,500. For 1900 the number was 9,248.

There were in all 6,105,694 employees thrown out of work by reason of strikes between 1881 and 1900; in 1894 alone 660,425 were involved; over 500,000 in 1886; over 400,000 in 1897 and 1899; over 300,000 in 1895, 1887 and 1890; and over 200,000 in 1885, 1889, 1891, 1892, 1893, 1896 and 1898, the returns for 1881 being the smallest, namely, 129,521.

Lock-outs constituted during the same period a comparatively small portion of the industrial disturbances of the country. They were but 1,005, in number, and involved only 9,933 establishments and 504,307 employees in all.

Of the employees thrown out of employment owing to strikes between 1881 and 1900, 90 per cent were males and 10 per cent females.

### Strikes and Lock-outs ordered by Organizations.

About 63 per cent of the strikes occurring in the United States between 1881 and 1900, were ordered by labour organizations, and about 17 per cent of the lock-outs which occurred during the same period were ordered by combinations of employers. The years 1890-91-92 show the largest proportions as regards this class of strike, the figures being 74 per cent, 71 per cent, and 70 per cent respectively, while 1881 and 1882, with 47 and 48 per cent respectively, show the lowest proportions. The largest percentages of lock-outs are found in 1881,

with 33 per cent and in 1886 with 30 per cent.

### Interruption of Industry.

The table of the report which shows, for each year of the 20 year period covered, the percentage of the establishments closed in consequence of industrial disturbances, furnishes the following statistics: Of 117,509 establishments in which strikes occurred during the 20 year period, 65 per cent, or 74,244 were closed, while 71 per cent of those subjected to lockouts, or 17,147 were closed. The average duration of stoppage in the establishments thus temporarily closed was 20·1 days; the same average for the establishments affected by lock-outs was 52·4 days.

The average duration of strikes for the two decades was 23·8 days, while that of lock-outs was 97·1, with the exception of 1881 and 1899, in which the average duration of strikes was very short, namely 12·8 and 15·2 days, respectively, and of 1884, 1885, 1891 and 1894, in which it was comparatively long. The duration for the other periods does not vary greatly from the average stated. 'Considering strikes only,' says the report, 'which constitute the great mass of these industrial disturbances, while the average duration does not appear great, in the aggregate the number of days involved amounts to the enormous number of 2,789,160, which reduced amounts to 7,641·5 years. It should be remembered, however, that the days so lost to the wage-worker and the producer do not represent in many instances an absolute loss, as in a great number of cases this cessation of the work of production does away with the necessity of stoppage at some other times for the purpose of restricting the output to the demands of trade, making repairs, &c.'

### Losses owing to Strikes.

In presenting its figures under this heading the Washington bureau points out that it has been found impossible to take into consideration the fact that when a strike or lock-out occurs in a shop, it is often followed by a period of unusual activity, in

which both employees and employers make up much of the time lost by reason of the temporary cessation of business. The computation of wage losses is, accordingly, based on the number of employees thrown out of employment, their average wage, and the number of working days which elapsed before they were re-employed or secured work elsewhere. Reckoned on this basis, the loss to employees in the establishments in which strikes occurred between 1881 and 1900, was \$257,863,478. The loss to employees through lockouts for the same period was \$48,819,745, or a total loss to employees of over 300 million dollars. The average loss to employees in each establishment in which strikes occurred was \$2,194, or an average loss of \$42 to each person involved. Under the heading of lock-outs the average loss to each workman involved is placed at \$97.

During the 20 years the assistance given to strikers, so far as ascertainable, was \$16,174,793, and to those involved in lock-outs, \$3,451,461, or a total of \$19,626,254. This sum, it will be noted, represents but 6·4 per cent of the total wage loss incurred.

The loss to employers during the 20 years through strikes and lock-outs amounted to \$142,659,104, or an average of \$1,119 to each establishment involved.

### Strikes by States.

New York shows the largest number of strikes, as well as the largest number of establishments affected thereby, the number of the former being 6,460, or over 28 per cent of the total strikes of the period. Pennsylvania, with 2,846 strikes and Illinois with 2,640, follow in order. New York also leads in the number of lock-outs, with Pennsylvania second, Massachusetts third, Illinois fourth and Ohio fifth. According to figures furnished by the census office, the five states named contain 45 per cent of all the manufacturing establishments and represent 55 per cent of the capital invested in the mechanical industries of the United States.

The distribution of strikes and lock-outs by principal cities is in the following order: New York, Chicago, Philadelphia, Pittsburgh, Boston and St. Louis.

### Strikes and Lock-outs by Industries.

'The industries most affected by strikes during the period included in the present report were the building trades, with 4,440 strikes, involving 41,910 establishments, and 665,946 employees; coal and coke, with 2,515 strikes, involving 14,575 establishments and 1,892,435 employees; metals and metallic goods, with 2,080 strikes, involving 4,652 establishments and 511,336 employees; clothing, with 1,638 strikes, involving 19,695 establishments and 563,772 employees; tobacco, with 1,509 strikes, involving 6,153 establishments and 251,096 employees; and transportation, with 1,265 strikes, involving 3,436 establishments and 484,454 employees. It is thus seen that of the 22,793 strikes which occurred during the period, 59 per cent were in the six industries just mentioned, while of the 117,509 establishments involved, 76.95 per cent were so engaged. As regards the employees thrown out of employment by strikes, 71.56 per cent of the total number were connected with establishments engaged in these six industries.'

'In the lock-outs which occurred during the twenty years also, the six industries—building trades, coal and coke, metals and metallic goods, clothing, tobacco and transportation—bear a very large proportion of the burden, having 51.44 per cent of the total lock-outs with 78.82 per cent of the establishments involved and 60.53 per cent of the employees thrown out of employment.'

### Results of Strikes.

Of a total of 117,472 establishments affected by strikes during the twenty year period for which the results were ascertained, the employees were successful in gaining their demands in 59,637 cases, or about 50 per cent; they partly succeeded in 15,325, or 13 per cent, and failed wholly in 42,510, or 36 per cent. Of the lock-outs

during the period, the firms gained their point in 4,973, or 50 per cent of the establishments, and partially succeeded in 615, or 6 per cent, completely failing in 4,203, or 42 per cent.

Of the 103,455 establishments in which strikes were ordered by organizations, the strikers gained their demands in 52 per cent of the establishments, succeeded partially in 13 per cent, and failed entirely in 33 per cent. In the 1,391 establishments in which strikes were reported as not having been ordered by organizations, the strikers gained their demand in 35 per cent, succeeded partially in 9 per cent, and failed in 55 per cent. The per cent of establishments in which strikes ordered by organizations succeeded, varied from 33 per cent in 1886 to 76 per cent in 1899.

### Leading Causes of Strikes.

Of 20 leading causes or objects which account for over three-quarters of the total number of strikes occurring between 1881 and 1900 in the United States, the great majority were in one form or another for an increase of wages and reduction of hours. These, with the strikes ordered against reduction of wages, included not less than 58.26 of all the establishments involved in strikes during the last twenty years of the century. Of the strikes undertaken to secure an increase of wages success resulted in 52 per cent and partial success in 17 per cent. Of the strikes undertaken for both an increase in wages and a reduction in hours, 62 per cent succeeded and 21 per cent succeeded partially.

### Strikes and Lock-outs in other Countries.

Some of the facts stated in the chapter of the report dealing with strikes and lock-outs in foreign countries may be of interest here.

In *Austria*, between 1891 and 1900, 2,178 strikes were reported, involving 13,626 establishments, and 456,231 strikers, and resulting in a total loss of 8,642,367 working days. Of the 1,807 strikes reported in

the seven years from 1894 to 1900, demands for increased wages occurred 1,015 times and for reduction of hours 522 times.

In *France* during the eleven-year period from 1890 to 1900 there were 5,112 strikes, affecting 30,250 establishments. Of these 5,094 involved 1,147,200 strikers, and an aggregate of 18,782,418 working days. Of the industries affected, the textiles furnished the largest number of strikes and strikers, namely, 1,605 and 305,305 respectively. In the mining industry there were 219 strikes and 237,985 strikers reported, and in the building trades 726 strikes and 146,343 strikers. These three groups of industries furnished nearly 50 per cent of all the strikes and 60 per cent of all the strikers in France during the eleven-year period named.

During 1899 and 1900, there were 2,721 strikes in *Germany*, affecting 14,861 establishments, 222,141 strikers, and 19,129 other employees who were thrown out of work on account of the strikes. Of the different groups of industries affected that of the building trades had the largest number of strikes, strikers and establishments affected.

In *Great Britain*, during the five-year period from 1889 to 1893, there were 4,526 strikes reported, of which 1,815 or 40·10 per cent resulted in favour of employees, 1,284 or 28·37 per cent resulted in favour of employers. By the 3,428 strikes, of which particulars were reported, 1,852,193 employees were thrown out of work. Of the latter, 824,631 or 44·52 per cent were in strikes which resulted in favour of em-

ployees, 382,545 or 20·65 per cent in strikes which resulted in favour of employers, 610,295 or 32·95 per cent in compromised strikes, and 34,722 or 1·88 per cent in strikes the results of which were indefinite or unsettled. During the two years 1894 and 1895 there were 1,937 strikes and lock-outs, in 1,847 of which 588,003 employees were thrown out of work. Of the total disputes during the period 1889 to 1893, 2,944 resulted in an aggregate loss of 66,310,278 working days. In the 61 lock-outs which occurred during the same period, 129,348 employees were thrown out of work. Of the 1,937 strikes and lock-outs during the period 1894 and 1895, 1,592 resulted in an aggregate loss of 14,864,748 working days, and in the period 1896 to 1900, the aggregate loss was 35,050,479 working days. 3,970,087 or 11·33 per cent being lost in disputes which resulted in favour of employees, and 66·77 per cent in disputes resulting in favour of employers.

#### U. S. Laws Relating to Strikes.

In the final chapter of the report the various decisions of the courts of the several States in cases arising out of strikes and lock-outs are brought together, but with no attempt to discuss the merits of the decisions, or to arrange them according to the principles which they announce. There is added at the end the complete body of the laws of the several States upon the subject of strikes and lock-outs, both those designed to directly affect and regulate industrial disturbances, and those which, though not enacted with this end in view, have been construed by the courts as applicable thereto.

### REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during August, 1902:—

#### CANADIAN REPORTS.

##### British Columbia Mines.

Annual Report of the Minister of Mines for the province of British Columbia, for the year

ending December 31, 1901; King's Printer, Victoria, B.C.; 317 pages; price 50 cents.

In this report it is stated that the mining industry in British Columbia, has, during 1901, maintained the rapid growth which has characterized it since the inception of lode mining some ten years ago, and reports to the effect that the year 1901 had been a

disastrous one for the mines, are shown by statistical tables to be without foundation. Within the last ten years the output has increased from \$2,978,530 in 1892 to \$20,086,780 in 1901, an increase which has been gradual and steady, the result of new properties added to the producing list each year, and the increasing development of the older properties. The increases for each year from 1896 over that preceding are shown in the following table:—

	Increase Over Preceding Year.	Increase. Per Cent
1896.....	\$1,864,914	33
1897.....	2,947,312	39
1898.....	451,593	4½
1899.....	1,486,270	13½
1900.....	3,951,620	31½
1901.....	3,742,629	23

Attention is directed in the report to the phenomenal growth of lode or metal mining. In 1894, the product of the lode mines was valued at \$781,342, while in 1901 it had increased to \$13,683,044, or nearly 18 times as much in eight years, the figures for 1901 being an increase of \$3,613,287, or 36 per cent over the preceding year. The tonnage of ore mined in 1897 was 169,362 tons; in 1898, it had increased to 215,944 tons, or about 27½ per cent increase over the previous year. In 1899, it was 287,343 tons, or equal to 33 per cent increase; in 1900, it was 554,796 tons, or 93 per cent increase; in 1901, it was 920,416 tons, or about 66 per cent increase over the previous year. The increase in tonnage is stated to be chiefly due to the increased output of the mines previously working, though there had also been a number of new mines added to the list during the year. An interesting chart or diagram is inserted with the tables, comparing the mineral production in British Columbia for 1900 and 1901 with the combined product of all the other provinces of the Dominion for the same minerals during those years, wherein it is shown that, of the total combined output of the various provinces during 1901 (excluding

the Yukon territory) British Columbia produced 82 per cent of the gold, 96 per cent of the silver, 67 per cent of the copper, 96 per cent of the lead, 2 per cent of the iron, 30 per cent of the coal and 50 per cent of the coke, a total of the minerals named of about 49½ per cent.

In speaking of the coal mines of the province, the report states that these mines have made an output during the year never before equalled in their history. The gross output of coal was 1,691,557 tons, of which 221,226 tons were used to make coke, making the net output for the year, 1,460,331 tons of coal and 127,081 tons of coke, equivalent to an increased production over 1900 for coal of 1½ per cent and of coke 49 per cent. The sales of coal were as follows:—

	Tons.
Sold for consumption in Canada.....	413,705
Sold for export to United States.....	895,197
Sold for export to other countries.....	18,966

Total sales.. . . . 1,327,868

The total sales of coke amounted to 127,533 tons, of which 80,154 tons were sold for consumption in Canada, and 47,379 tons were exported to the United States. The coast collieries produced 1,261,744 tons of coal and 15,398 tons of coke. The Crow's Nest Collieries produced 198,587 tons of coal and 111,683 tons of coke. It is stated in the report that the conditions governing the output in these collieries are essentially different. In the coast collieries the output is limited by the market for the product, as these older collieries are better prepared to meet an increased demand, while in the case of the Crow's Nest Collieries, which are, as yet, new, their output is limited, not by the market, but by the undeveloped condition of the collieries and the limited transportation facilities, difficulties which are being removed with all possible speed.

Attention is also given in the report to the other minerals, in detail. The gold production of the province for the year, including both placer and lode gold was of a value of \$5,318,703, an increase equal to

about 12 per cent over that of the previous year. The total amount of silver produced in 1901 was 5,151,333 ounces, valued at \$2,884,745, an increase over the previous year of \$575,545 in value. The value of the lead production for the year was \$2,002,733, a decrease of about 25 per cent on the production of the previous year, but an increase on any year prior to 1900, in which year a phenomenal increase was recorded. The cause of the decrease is attributed to the condition of the market for lead ores, which has temporarily rendered the mining of this ore unprofitable. Copper shows an increased production over the previous year of about 175 per cent. Other minerals, such as iron ore, platinum and building materials, are briefly referred to.

The reports of the gold commissioners for the different districts throughout the province are given in full, and present very interesting facts and figures in connection with the various mines operated and in course of operation in these several districts. The reports of the mine inspectors for the various districts are also given, and lists of accidents in both the metalliferous and coal mines published. There were 51 accidents in the metalliferous mines during the year, of which 14 were fatal, and in the coal mines, 162, of which 102 were fatal, 34 serious and 31 slight. In the concluding pages of the report is given a list of crown-granted lands for the year 1901, as well as a list of the gold commissioners and recorders throughout the province, with their addresses. The report is illustrated throughout with half-tone engravings, and is accompanied with maps, charts and tables, which assist in presenting the information given in a very comprehensive manner.

## ONTARIO REPORT.

### Stock Breeders' Associations.

Annual Reports of the Live Stock Associations of the province of Ontario, 1901; published by Ontario Department of Agriculture, Toronto; King's Printer; 110 pages.

This publication contains the annual reports to the Minister of Agriculture, of the Dominion Cattle Breeders' Association, the

Dominion Sheep Breeders' Association and the Dominion Swine Breeders' Association, and contains reports of meetings and lectures held in connection with the provincial winter fair at Guelph, in 1901, on stock raising, &c., of great value to stock breeders. A list of the prize winners at this fair is also given, accompanied with illustrations. Other portions of the publication are devoted to financial statements, list of officers and records of meetings and proceedings of the various associations.

## UNITED STATES REPORTS.

### Prices and the Cost of Living.

From the Thirty-second Annual Report of the Massachusetts Bureau of Statistics of Labour; by Horace G. Wadlin, Chief of the Bureau; Boston, State Printers; 73 pages.

This report is devoted to a comparison of prices for the years 1872, 1881, 1897 and 1902, increases and decreases in the purchasing power of money for the years mentioned, and average cost to consumers. Under the heading of workingmen's expense budgets, information is given as to the standard of living prevailing in typical workingmen's families, the condition of families, expenditure in detail for each family, with comparisons of the expenditures in 1875, 1885 and the year 1902.

In the first part of the report, dealing with prices, tables are given covering the average retail prices with quotations for 1872, 1881, 1897 and 1902, for certain standard articles classified as groceries, provisions, fuel, dry goods and boots, and also for rents and board, and also shows the increase or decrease in 1902 as compared with 1897, the latest preceding figures. Other tables deal with the purchase power of money for each of the years above mentioned, by means of a statement of commodities which could be purchased for one dollar in each year, and make comparisons between the quantities purchaseable in 1872, 1897 and 1902.

From an analysis of the information contained in the tables given, it is noted that

the following articles, classified under the head of groceries, show an increase in price in 1902 as compared with 1897: Flour (rye), codfish (dry), rice, beans, tea (oolong), sugar (good brown), sugar (coffee), soap (common), starch. On the other hand the following showed lower prices in the later year: Flour (wheat, superfine and family), coffee (Rio, green and roasted), sugar (granulated), molasses (New Orleans and Porto Rico), syrup. All of the articles classified under the head of provisions, including under that name meats of various kinds, lard, butter, cheese, potatoes, milk and eggs, show higher prices in the later year as compared with the earlier, except eggs. Coal was higher, and wood somewhat lower. Under the head of dry goods, practically all the articles showed higher quotations. Rents in 1902 were higher, but the quotations for board for both men and women were somewhat lower.

The quantities of commodities purchasable for one dollar are shown, in some cases, to have been noticeably large in 1902, as compared with either 1897 or 1872. For example, the quantity of superfine flour shows an increase of 26.93 per cent as compared with 1897, and 111.55 per cent as compared with 1872. In other commodities, however, especially in provisions, an equally noticeable decrease has occurred in the quantities purchasable for one dollar in 1902, beef, mutton, pork, lard and butter being some of the more significant instances of a considerable decline in the quantity purchasable for the amount stated.

In order to arrive at more definite conclusions as to the effect upon the cost of living of the change in prices indicated in the tables given, as well as to show more fully the standard of living in typical workmen's families in Massachusetts, the report makes use of a series of budgets of family income and expenses. These cover 152 families selected at random in different parts of the state, all of workmen in various industries, which are believed to represent fairly general or typical conditions. The first table given in this connection contains personal information re-

lating to the condition of the families, their membership, classified as adults or children, the number of rooms occupied, and some data as to the standard of comfort prevailing, and the report finds from the figures presented in this table that the general standard of comfort prevailing in these families is not low, and as compared with groups of families analysed in connection with certain investigations of social conditions which have been made abroad, would appear to be high. The second table relates to the composition of the families represented by the expense budgets showing the number of persons in each by sex, the number industrially employed and contributing to the family support, and other details bearing upon the family income. From this table it appears that the 152 families contained 803 members, the males numbering 390 and the females 413. Out of the entire number of members, 270 were engaged in industrial pursuits, and out of their earnings contributed to the family support. Another table shows, for the head of each family, the time employed during the year at his usual occupation, at some other occupation, and in the aggregate; also the number of days lost from sickness, slack work, other causes, and in the aggregate. In this table it is shown that the average number of days of employment obtained by the head of the family in his usual occupation was 268.77; the average number of days employed in some other occupation, 2.18, and the total average number of days employed 270.95. Upon the average 7.89 days were lost on account of sickness, 22.41 on account of slack work, and 5.15 on account of other causes. The earnings of the head and their relation to the family expenditures are shown in another table, wherein it is stated that the average weekly wage in the case of a fixed sum paid per week, was \$13.75, and for a piece worker, an average of \$11.31. In 21 instances the earnings of the head exceeded the amount expended; in four instances the accounts balance, but in 127 instances, about four-fifths of the entire number for which figures are given, the earnings of the

head alone were insufficient to meet the family expenditure. The amount of other income supplementing the earnings of the head, with the relation of the total family income to the family expenditure, is exhibited in subsequent tables, from which it is shown that the aggregate earnings of the heads of 152 families being \$90,287.88, this amount constitutes but 67.67 per cent of \$133,432.23, the total income, the remainder being made up as follows: From minor children 11.32 per cent (\$15,107.35); from boarders or lodgers, 9.92 per cent (\$13,242); and from other sources 11.09 per cent (\$14,795). Lengthy tables are also given, showing in detail the expenditures by workingmen in the different trades given, from which it appears that 28.29 per cent of the entire expense was required for groceries; 17.04 per cent for meats, fish and ice; 12.81 per cent for clothing, and 12.42 per cent for rent. In those cases where the earnings of the head of the family were insufficient to meet the family expenditure, it is stated that, in the majority of cases, the temporary loss of work or unusual expenses caused by sickness accounts for the deficiency. It is stated, however, that this deficiency does not always mean debt; on the contrary, it is frequently covered by drawing upon savings of more fortunate years, and in other cases it is overcome by enforced saving at some other time, particularly when the deficiency is small.

In conclusion, the report gives a summing up of the various results obtained, and compares them with conclusions drawn in the case of similar investigations in the year 1875. In some cases the facts remain the same, while in others differences are noticeable. In 1875, in the majority of cases, workingmen did not support their families by their individual earnings alone; in 1902, out of the total number of families (152), the earnings of the head were sufficient to meet the family expenditure in but 25; in 1875, fathers were forced to depend upon their children for from one-quarter to one-third of the entire family earnings; in 1902, out of the entire family income

only 11.32 per cent, or a little less than one-eighth, was received from the earnings of minor children; in 1875, children under 15 years of age supplied by their labour from one-eighth to one-sixth of the total family earnings, while in 1902 nothing was contributed by children under 15. Conditions as to housing generally show considerable improvement over those reported in 1875.

## EUROPEAN REPORT.

### Bulletins of International Labour Office.

'Bulletin de l'Office International du Travail' 1ère année, 2 vols., Nos. 1, 2, 3, 4, et 5, janvier, février, mars, avril et mai, 1902, publié à Bâle, (Suisse), 238 pages.

At page 226 of the October, 1901, issue of the *Labour Gazette* mention will be found of the formation in 1900 of an International Association for Labour Legislation with headquarters at Basel, Switzerland. This association met on September, 27 and 28, 1901, in constitutional assembly, and became 'L'Association Internationale pour la protection légale des travailleurs.' One of the objects of this association is the publication periodically of a collection of the laws of all countries for the protection of the working classes. The Bulletin above mentioned, which will appear every month, will help its readers to form an exact idea of progress made in social legislation. The Bulletin will follow the development of labour legislation, calling attention to the preparatory efforts of legislative bodies as also the decision of associations concerning the protection of the workingmen. In its leading article the Bulletin treats of the progress accomplished in the way of labour protection during the year 1901 and under the heading labour protection in general it mentions among other protective enactments laws respecting factories and workshops in Great Britain, the law of the Canton of Neuchâtel, Switzerland, for the protection of working women, the German law respecting the Sunday repose, the French law guaranteeing to its reserve force and territorials their work, &c., while

engaged at drill, the Belgian law respecting payment of salaries, and the Canadian Alien Labour Acts of 1897, 1898 and 1901.

A second section of the leading article is devoted to labour protection, classed according to professions and to countries. Under this heading are cited the East Indian law, for the protection of country labourers, amendments in the Austrian, East Indian, British Columbian and State of Tennessee laws for the protection of miners, French decrees respecting unhealthy occupations, &c.

The Bulletin proper is divided into four parts : 1. The quoting in concise form of laws, &c., affecting labour in all the countries of the world; 2. Parliamentary work

for the legal protection of workmen ; 3. Tables showing resolutions passed by national and international labour congresses relative to the protection of labour, the fourth division is devoted to a bibliography of the official publications of different nations, reports on inspections, &c., &c.

In the second number of the Bulletin an article appears on the progress made in labour protection during the first three months of 1902, which is written along parallel lines with that for 1901 appearing in the first number of the publication and gives a compilation of the measures which have come into force in the different countries, since the beginning of the year, respecting the protection of labour.

### TRADE DISPUTES OF THE MONTH OF AUGUST.

**B**UT five trade disputes appear in the table published herewith as new disputes reported to the department for the month of August, namely those of the electrical workers at Hamilton, Ont., ferrymen at Sydney, C.B., piano workers at Bowmanville, Ont., moulders at Toronto, Ont., and plumbers at Ottawa. None of these disputes were reported as settled at the end of the month.

The strike of electrical workers at Hamilton was practically a continuation of a former dispute commenced in June last, and which was terminated upon the understanding that the matters in dispute would be arbitrated within ten days from the date of the men returning to work. Owing to the failure by the arbitrators appointed by the men and the company to choose a third arbitrator no award was reached within the ten days, and after various attempts to get the matter settled without avail, the men went out again.

Ferrymen employed on one of the I. C. R. transfer boats at Sydney, C.B., struck for

a reduction in hours of labour. They claimed to have been working 16 to 18 hours per day, and wanted the number reduced to 12. About 100 men are involved.

The refusal of employers to meet a grievance committee of the union, representing certain demands of their members for increased wages, abolition of contract system, pay for overtime, &c., occasioned the strike of piano workers at Bowmanville, where about 135 went out.

Some 30 moulders in a Toronto foundry went out for an increase in wages, averaging about 15 per cent, and at Ottawa, plumbers to the number of about 40 struck owing to the refusal of the master plumbers to grant their demand for regulation of shops and for a minimum wage of 25½ cents an hour.

### Strikes of Previous Months.

Of the strikes which were commenced in previous months, and published in last month's *Gazette* as unsettled at the end of

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, No. 23.

TRADE DISPUTES OF THE MONTH OF AUGUST.  
I.—DISPUTES WHICH COMMENCED PRIOR TO BEGINNING OF THE MONTH.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No. of Establishments affected.	Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
					Directly.	Indirectly.			
New Brunswick....	Moncton.....	Moulders.....	Refusal by management to concede 20% increase to piece hands and minimum wage of \$2.50, or to recognize union, and subsequent discharge of several union men.	1	40	.....	Jan'y. 7	.....	No settlement reported at end of month.
Ontario.....	Kingston.....	Machinists.....	Objection by men to employment of handy men as machinists.	1	65	....	April 30	.....	No settlement reported at end of month, but during month Company filled places of a number of strikers by new men.
Manitoba...	Winnipeg.....	Freight handlers and other railway employees on Can. Northern.	Sympathy with strike of machinists...	1	220	.....	June 30	.....	No settlement reported at end of month, but company claims not to be longer embarrassed.
B. Columbia	Pernic.....	Miners.....	Objection by men to addition of half an hour to shift.	1	200	.....	" 26	Aug. 4	Compromise effected by which men returned to work under new regulation, with some concessions as to places of arrival and departure.
Ontario....	Toronto.....	Carpet factory employees.	Objection by employees to introduction of clock system of recording arrivals and departures from work, and other causes.	1	300	.....	July 16	.....	No settlement reported at end of month.
Nova Scotia.	Halifax...	Printers.....	Introduction of non-union men upon union staff.	1	15	.....	" 26	.....	No settlement reported at end of month.
Quebec.....	Queyon.....	Boom employees..	For increase in wages of \$2 a month.....	1	30	.....	" 29	Aug. 30	Some of strikers returned to work at former wage and places of others filled with other men.

## II.—DISPUTES WHICH COMMENCED DURING THE MONTH.

Ontario, .....	Hamilton, .....	Electrical workers	Delay in arbitration proceedings to settle former strike commenced in June.	1	35	...	Aug. 8	No settlement reported at end of month.
Nova Scotia, .....	Sydney, .....	Ferryman .....	For reduction in hours of labour from 16 and 18 hours daily to 12.	1	100	....	"	"
Ontario, .....	Bowmanville, .....	Piano workers, .....	Refusal of employers to meet grievance committee representing union.	1	130	.....	" 12	"
Ontario, .....	Toronto, .....	Moulders .....	Refusal of company to grant increase of 15 per cent in wages and other demands, and alleged discrimination against union men.	1	30	....	" 16	"
Ontario, .....	Ottawa, .....	Plumbers and steamfitters.	Refusal of employers to grant men's demand for regulation of shops, for new wage of 25½c. an hour.	.....	40	....	" 25	"
Ontario, .....	Hamilton, .....	Hatters .....	Employment of non-union workman. ....	1	8	..	" 10 Aug. 13	Amicably adjusted between the parties; employee objected to left city.

that month, but one may be said to have been settled, namely, that of the coal miners at Fernie, B.C., who went out on the 26th of June for reasons connected with hours of labour, the men objecting to the addition of half an hour to the length of the shift. On the 4th of the month a compromise was arrived at by which the miners agreed to return to work under the new regulation adding half an hour to the shift and allowing half an hour for lunch, some concessions being made as to the places for registering the time of arrival and departure from work, with the further condition that if the new system, after a two-months' trial, is found to be a hardship the company will dispense with the half hour at noon and return voluntarily to the straight 8-hour day's work. A strike which had been ordered at Michel in sympathy with that at Fernie, was not called into force owing to the compromise reached in the Fernie case. Another strike which may be considered as settled is that of boom employees at Quyon, Que. Some of the strikers returned to work at the former wage, and the places of others were filled with outside men.

The other strikes on the list remain as in the month previous, with practically few developments. An interesting feature in connection with the strike of carpet workers in Toronto, was an action taken by the union against the company concerned, under the provisions of the Alien Labour law. The union claimed that the company had imported aliens from the United States to take the place of strikers, and was successful in obtaining a conviction in one case, a fine of \$50 and costs being imposed.

The table published herewith is a compilation of the trade disputes in the Dominion of Canada which began or were in continuance during the month of August, and which have been reported to the department.

## RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of cases affecting labour are taken from the latest law reports and other legal records of the different provinces of Canada:—

### ONTARIO CASES.

#### Decision under the Alien Labour Act.

An interesting decision under the Alien Labour Act was recently given by the Police Magistrate of the city of Toronto.

The facts of the case were briefly as follow: F. B. Hayes, secretary-treasurer, of the Toronto Carpet Co., Toronto, while in Lowell, Mass., engaged Pierre Derocher, to work at the factory in Toronto. Pierre, however, stipulated that his brother, Fred Derocher, should also be engaged, and to this Mr. Hayes agreed. But so far as Fred Derocher was concerned, no exact arrangement was made regarding the wages which he should receive, it only being said that he should 'get a show.'

Subsequently, the Carpet Weavers' Union laid the information against Hayes stating that he had infringed the Alien Labour law. At the trial it was proved that although Pierre Derocher had lived for over twenty years in the state of Massachusetts, yet he had been born in Canada and had never been naturalized, and therefore, as he was still a British subject the case against Hayes, as regards his employment, was dismissed.

The action regarding the engagement of Fred Derocher, however, was shown to be on a different basis, for the latter was born in the United States. It, therefore, turned upon whether or not there was an infringement of the Alien Labour law, when, as a matter of fact, Fred Derocher has not been engaged to do any specific work for any specific wages, but, had only been told that in Toronto he would be 'given a show' in the Carpet Factory. The police magistrate held that this constituted a tacit agreement between Hayes and Fred Derocher which amounted to a violation of the Act. Mr. Hayes was therefore fined fifty dollars (the minimum amount under the Act).

It may be added that the Act to restrict the Importation and Employment of Aliens makes it an offense 'in any way to assist or encourage the importation or immigration of any alien or foreigner into Canada, under contract or agreement, parole or special, express or *implied*, made previous to the importation or immigration of such

alien or foreigner, to perform labour or service of any kind in Canada.'

(R. vs. Hayes. Decision of the Police Magistrate of the city of Toronto, rendered Aug. 25, 1902).

### MANITOBA CASE.

#### Rights of Relations of Deceased Employee Against Employers.

W. D. was employed as the manager of certain electric works, and in the course of his employment received an electric shock which caused his death. The father and unmarried sisters of W. D. sued his employers for damages, alleging that his death had been caused by reason of certain defects in the appliances used in the works of the employers. The case was tried before the judge and a special jury, which gave the father and sisters fifteen hundred dollars damages. From this verdict the employers appealed, alleging, amongst other things, that it had not been proved that the plaintiffs had suffered any actual damage by reason of the death of the deceased.

The rule of law is that in order to enable a father or other near relations to recover damages in such a case, it is not absolutely necessary to show that the deceased had already rendered pecuniary assistance, but that a reasonable expectation that he will do so in the future is sufficient to support an action.

The evidence of the father was to the effect that the deceased, while at home, had assisted him in various ways; but it was not stated exactly what these ways were, nor was it contended that the deceased had given pecuniary assistance to his father. It was also proved that for some time previous to his death the deceased had resided in another province, and that he had not, during that period, sent any money to his father or sisters. Upon this evidence it was therefore held that it could not be inferred that the father and sisters had any reasonable expectation of pecuniary benefit if the life of the deceased had been prolonged.

The court therefore ordered that the verdict should be set aside and a new trial held.

(Davidson vs. Stuart. Decision of the Court of King's Bench for Manitoba, rendered May 31, 1902).

DOMINION OF CANADA

# THE LABOUR GAZETTE

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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 4.

OCTOBER, 1902

Price Three Cents

The **LABOUR GAZETTE** wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,

OTTAWA, October 15, 1902.

The Trades and Labour Congress of Canada held its eighteenth annual convention at Berlin, Ont., during the past month. From the point of view of the number of delegates attending, the convention was the most important in the history of the Congress. From other points of view, particularly in regard to the action taken by the Congress on the matter of its jurisdiction over local unions in Canada and its relation to organizations in other countries, the meeting was of equal, if not also of greater importance, than those of previous years. For these reasons and because the Congress reflects the point of view of organized labour in Canada in regard to the problems with which it is concerned, the *Gazette* publishes in its present issue a review of the proceedings, giving so far as space permits, a faithful outline of the deliberations.

The growth and present position of labour organization in Canada, which in the last number of the *Gazette*, was dealt with in a special article relating to the maritime provinces, is continued in the present

issue with an article on labour organization in the province of Quebec. This series will be continued in succeeding numbers with similar articles treating of the subject in its relation to the other provinces of the Dominion.

The series of special articles on the rates of wages and hours of labour of railway employees, which was also commenced in the last number of the *Gazette* in an article giving particulars in regard to railway conductors, is continued in the present issue by an article and statistical tables on the rates of wages and hours of employment of locomotive engineers. Similar information in regard to locomotive firemen and other classes of railway employees will be published in succeeding numbers of the *Gazette*.

During the past month evidence has been taken under Royal Commission in reference to an alleged attempted monopoly on the part of American and Canadian tobacco firms. Although the taking of evidence was not completed during the past month, or the report of the Commissioner submitted, the *Gazette* has attempted to give within limited space a brief resumé of the main features of the evidence brought before the commission to the close of the month, and a statement of the facts concerning the appointment and authority of the commission itself.

Much important information on industrial conditions in Great Britain, which is of interest to readers in this country for the purpose of comparison with conditions here, is given in two lengthy reports re-

cently published by the Labour Department of the Board of Trade, England, on the subject of strikes and lock-outs, and wages change respectively. The main features of these reports are made the subject of special articles in this month's *Gazette*.

In addition to a more extensive review of the industrial situation of the month than has been given in preceding numbers of the *Gazette*, the present issue contains a number of short special articles dealing with industrial happenings in Canada of special interest to labour.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF SEPTEMBER.

### I. GENERAL SUMMARY.

THE general industrial and labour situation throughout Canada, during September, showed, with a few local exceptions of an unimportant character, an uninterrupted continuance of the prosperity which has been so marked a feature of preceding months. Of the dominant issues of the month, conditions in the agricultural industry call for earliest mention. The practical assurance of an exceptionally heavy yield of agricultural products, not only in Western Canada, where the returns are the most remarkable in years, but in the Eastern Provinces as well, has reacted favourably upon almost every branch of industry from the Pacific coast to Halifax. Particularly noticeable, however, has been the effect of the harvest upon transport, which in all lines concluded during September one of the busiest months on record. Manufacturing also in the eastern provinces has been scarcely less active, and one of the features of the month was the number of new factories established at various points in Ontario. Of special importance also were the developments in the oil industry of New Brunswick reported during the month. Of the various trades those associated with building have perhaps been most markedly active, and an abundance of employment in these lines is generally assured during the continuance of favourable weather, conditions of exceptional activity, however, being confined to no one trade or group of trades. Of special interest to labour during the month was the meeting of the Dominion Trades

and Labour Congress at Berlin, and the organization of a new and distinctly national central labour body. A full report of both of these events will be found elsewhere in the present issue of the *Gazette*. Another important subject of the month, treated under a special heading in the present issue, was the beginning of the active inquiry into conditions in the tobacco trade of Canada by the Dominion Commissioner appointed in May last. Wages of labour have been steady throughout September, with a few scattered instances of increases, notably among farm hands all over the Dominion, shantymen in the Ontario lumber woods, ironmoulders and tailors at Guelph, printers and firemen at Brantford, coopers at Thorold and St. Catharines, M.C.R. Co. machinists and civic labourers at St. Thomas, coopers at Chatham, tailors at Windsor, &c., &c. The absence of any extensive industrial disturbances has also been a satisfactory feature. Of industrial conditions the situation in the coal market has been perhaps the one which has received most attention from all classes of the community during the month. Prices of fuel have risen materially week by week in most localities, and in some parts considerable alarm has been experienced lest the absence of an adequate supply may lead to immediate and serious embarrassment.

### The Western Harvest.

Of the various single features of the month's industrial activity the harvesting

of the grain crop of Manitoba and the North-west Territories has been, as above stated, the most far-reaching in its influence. On the whole it was possible to say, at the end of September, that never in the history of Canada have conditions in the leading industry of the country been so uniformly favourable or presented such a promising outlook for the future. While in the Eastern Provinces, and in British Columbia as well, the yield of agricultural products has been more than usually satisfactory, it is to the exceedingly prosperous conditions which prevail throughout the great grain growing areas of the Canadian West that public attention has been chiefly directed. With scarcely an exception, reports from all sections of Manitoba and the North-west Territories are uniformly of heavy yields, favourable weather conditions, fair progress of threshing operations, and better facilities than ever before, especially under the working of the new Manitoba law, for the marketing of the grain. A few instances of frost, which occurred early in the month, did some slight damage, largely on account of the general lateness of the harvest, but this was almost wholly offset by the splendid ripening weather which followed. Later, also, some delay in threshing operations was caused by rain, which it was feared might be extended so as to interfere more or less with fall ploughing. This, however, was not realized, and the cool weather which followed the period of rainfall had the effect of preventing all danger from sprouting of the grain. A more serious handicap to the western farmer was the scarcity of farm labour, owing to the fact that the prevalence of good times in the eastern provinces made it unusually difficult this year to procure the needed supply of this class of help. Here, also, the exceptional efforts put forth by government agents, especially in Manitoba, did much to reduce losses to a minimum. With regard to the estimated extent of the value of this year's grain production in the west, various opinions have been expressed, and it is impossible at the present moment to do more

than arrive at an approximate statement. In round numbers it is asserted that whereas last year there were 13,000,000 bushels of wheat grown in the Territories, out of a total crop of 27,000,000 bushels, there will be 15,000,000 bushels of wheat marketed this year, out of a total of 30,000,000 bushels of grain grown. The Edmonton district, it is conservatively estimated, will market about 4,000,000 bushels, valued at over \$1,000,000. The value of the total western crop of the present year, including dairy products and cattle, has been placed at upwards of \$50,000,000. The effect of the liberation of so much wealth by the soil in a single year, following on the favourable returns of the preceding season, will be, it is expected, to exercise a stimulus on the development of the Canadian West more powerful than has yet been recorded in the history of the Dominion.

### Conditions in the Lumber Industry.

Among other Canadian industries which have passed through an important phase of development during the month just closed, that of lumbering is worthy of prominent mention. The active season in the lumber woods of Ontario and the other eastern provinces was begun during September, and the organization of the gangs of shanty-men proceeded with in so far as was possible under the existing conditions. Never before, however, in the history of the industry have lumber firms experienced greater difficulty in securing a sufficient number of men for the cutting and hauling of their product. Wages have in consequence reached an almost unprecedentedly high figure. Prices, also, of the future product have already shown a tendency to stiffen, owing both to the increased cost of production and to the general steadiness of the demand, both in the United States and in Great Britain, as well as in the home market, for Canadian lumber. A feature of the coming season, it is expected, will be the number of firms engaged in the manufacture of square timber, and a decided ex-

pansion of trade in the partially manufactured product.

In an annual report to Ottawa of the Inspector of the Department of the Interior Agencies some interesting statistics are given of the state of the lumber industry in Manitoba during the fiscal year ended June 30, 1902. As yet, according to the inspector, only a small area of the vast spruce forests, ranging to the north and accessible from Lakes Winnipeg and Manitoba, have been cut over. Over 24,000,000 feet of lumber was manufactured by mills in Manitoba operating under government license during the year, though a total of 165,835,000 feet was sawn by provincial manufacturers. Importation of lumber from the United States shows a decrease, as do also the statistics of importations of shingles, which though amounting in 1900 to over 10,000,000, fell last year materially under 1,900,000, the British Columbia mills now capturing the bulk of this trade to the exclusion of the American product.

The export of Canadian wood pulp during the fiscal year ended June 30 last was \$1,937,207, of which \$934,722 went to Great Britain and the bulk of the remainder to the United States, the pulp industry of Canada giving signs during September of a period of extensive development.

### The Fishing Industry.

From both the Atlantic and Pacific seaboards reports of the month on conditions in the fishing industry are not wholly satisfactory. The Nova Scotia mackerel catch has improved greatly, though the stock is not of the best. The cod, haddock and squid fisheries, however, have had good results. In British Columbia, the sockeye pack on the Fraser river is the smallest since 1898, only passing one-quarter of a million cases by a small margin. The fishermen, according to the sliding scale of prices agreed upon at the commencement of the season, were paid at the rate of 16½ cents per fish. It is expected that a fair market during the balance of the year may in part compensate for the smallness of the

catch. An effort was also made in British Columbia during the month to put up as large a pack of cohoes and humpbacks as was possible, by way of offset to the smallness of the sockeye catch.

### Ontario Mines.

In the mining industry of the country a much more satisfactory tone prevailed during September, and a statement issued by the Ontario Bureau of Mines towards the close of the month may be taken as typical of the general situation in this important branch of industry. According to this authority, the total value of the provincial metalliferous product for the first half of the present year was \$2,902,722, compared with \$1,438,539 for the corresponding period of last year, an increase of over 100 per cent, and of about 150 per cent as compared with 1900. Among the increases may be noted the following:—Gold, 516 ounces, \$11,968; nickel, 1,211 tons, \$891,256; copper, 377 tons, \$164,771; iron ore, 134,212 tons, \$223,680; pig iron, 14,302 tons, \$180,436; arsenic, 108,946 pounds, \$2,088. Silver showed a decrease of 5,200 ounces in weight and \$8,016 in value. The increased value in nickel and copper is partly accounted for by the higher grade of matte now being turned out in the Sudbury district. A slackening, however, in the rate of production at the Copper Cliff mines makes it probable that the statistics for the full year may not retain their present rate of increase. The strong demand and steady price of nickel are, however, important factors in the present mining situation of the province, compared with the first half of 1901. The pig iron produced by the furnaces at Hamilton, Midland and Deseronto were 25 per cent greater in quality and 23 per cent greater in value than last year. Ontario mines supplied 51 per cent of the ore smelted, the remainder being imported from the United States.

### Mining Elsewhere in Canada.

In Nova Scotia and British Columbia, conditions in the mining industry have also on the whole been favourable during

the month. In the former province important purchases and changes of management were reported, while in the various camps of British Columbia a more buoyant tone was noticeable than in many months. The resumption of work in the Boundary country has stimulated business in that district, and a considerable influx of prospectors is already reported. The silver-lead country has also had a season of activity, and further developments are expected on an extensive scale. At Rossland the feeling of hopefulness has received an especial impetus from the publicly expressed opinions of managers of properties there, and to the renewal of shipments on a substantial scale. In the Kootenays a scarcity of cars, caused by the demand of the wheat crop in the North-west Territories, temporarily limited the output of the mines. On the coast, as may be noted in the September report of the Nanaimo correspondent of the *Gazette*, the outlook remained in some uncertainty and conditions as yet do not share in the upward tendency characteristic of the rest of the province.

Permission was granted by the federal government during the month to the Dominion Iron and Steel Company to bring action against the King on a claim for bounty on liquid pig iron manufactured into steel by the company. It had been claimed that parliament never contemplated the payment of a bounty on liquid pig iron, but only on solid pig. The iron bounty is \$3 per ton when manufactured from native ore, and \$2 when from the foreign produced product.

### The Transportation Problem.

As already mentioned, one of the most important factors in the Canadian industrial situation during September was the activity of the transportation companies throughout the Dominion. The fall fairs in eastern Canada, together with the final stages of the annual tourist traffic, were in part responsible for this, though, of course, the great influence governing the situation was the unprecedented demand for trans-

portation created by the enormous crop returns of western Canada. The demand was not unexpected, and a good deal of the energy of the railway companies of Canada during the summer months had been expended in the direction of providing additional rolling stock and other facilities required by the situation. Thus the Canadian Pacific Railway Company, it is estimated, has increased its rolling stock available for the movement of the western crops by about 33 per cent, and its motive power by about 35 per cent, during the past few months, while new additions to the efficiency of the service are still being added daily. In this connection, also, might be mentioned the intention of the company, announced during the month, to greatly extend its dock accommodation and generally increase its terminal facilities at Vancouver, while at the same time inaugurating an improved lightering system at St. John, N.B. The Grand Trunk Railway Company has also some 2,000 more cars than last year with which to assist in the movement of the grain of the West, while the Canada Northern Railway announces its facilities for handling the crop as nearly 100 per cent better than in 1901. The new per diem regulation by which other companies are charged for cars by the day instead of by the mileage hauled, is also said to have set free a larger number of cars than was possible under the old system, and the increased celerity of this year's methods of loading and unloading is still another favourable factor. In spite of the fears entertained, accordingly, it could not be said that a scarcity of cars existed in the West up to the end of the past month, or that the inefficiency of the lake marine to meet the requirements of the situation had been demonstrated during the same period. The probability of a grain blockade has also been greatly lessened in consequence of the increased number of long sidings built, as well as the increased elevator capacity provided during the present season. During the past month, however, previous to the finishing of stacking and threshing operations, a complete test

of the ability of the railway companies to deal with the situation was not provided. With the finishing of stacking and the consequent releasing of men for threshing operations, the process of marketing will be greatly accelerated, and it is hoped that between the end of the present month and the close of navigation on Lake Superior the crop will be moving at the rate of 1,000,000 bushels daily. In the meantime an important phase of the situation from the standpoint of labour has been the keen demand for trainmen throughout Canada to work the extra trains being put on by the railway companies.

### Traffic on the Great Lakes.

That the freight traffic on the great lakes during the present season has been exceptionally heavy is also borne out by statistics and estimates presented during the past month. It is stated that the traffic passed through the Sault Ste. Marie canals, to and from Lake Superior, since the opening of navigation, will reach the high total of 35,000,000 tons. Thus far, the record is above all previous years, and there are many signs that the high pressure will be maintained until the close of the season. Comparisons with 1901 may be slightly misleading owing to the late opening of navigation last year, but it may be stated that up to the end of July the total east-bound freights recorded as passing through the canal was 13,886,934 tons, as compared with 9,350,923 tons last year, while west-bound freight for the same period of the season was 2,681,915 tons, as compared with 2,197,269 last year. Up to the end of June the total freight both ways shows an increase of over 43 per cent over last year's record, and of over 29 per cent as compared with the corresponding period of 1900. In the classified freight record the most significant increases are in iron ore and in coal, hard and soft.

### Trans-Atlantic Shipping.

The question of transatlantic shipping has also received considerable attention during the past month, chiefly owing to the

completion of the final details of the American steamship merger, which has been the chief topic of interest in this connection during the present season. Following on this has been a renewed discussion of the projected Canadian fast Atlantic service. During the month, also, final arrangements were completed for the passenger and fast freight winter service between St. John, N.B., and European ports.

During the past year the Manchester Trader Line, in the operations of which the province of Prince Edward Island is especially interested, carried to and from the ports of Manchester and Canada a total cargo of 144,744 tons, and also from Canada to Manchester 11,459 head of cattle and 7,190 sheep.

### The St. Lawrence Route.

In connection with the subject of Trans-Atlantic shipping, some further discussion as to the relative safety of the St. Lawrence route which occurred during the month, is of particular interest. A letter addressed by Elder Dempster & Co. to the Honourable the Canadian Minister of Marine, indicating certain improvements suggested by their captains, made the statement that the company had completed during the last three years eighty voyages from Canada without a mishap, and expresses dissent with the opinion of the underwriters as to the risks of the St. Lawrence route. With regard to the improvements suggested, the Department of Marine has already largely anticipated the recommendations of the company, and announces, seconded by expert authority, a satisfactory solution of the leading difficulties of St. Lawrence river navigation.

### The Canadian Pacific Railway Annual Report.

Before leaving the subject of transportation, mention should be made of the publication, during the early days of the month, of the 21st annual report of the Canadian Pacific Railway Company, covering the year ended June 30, 1902. As

the greatest single corporation in Canada, the progress of the company during the past year is exceedingly instructive. During the period covered its gross earnings amounted to \$37,503,053, compared with \$30,855,203 in the preceding twelve months. The gross working expenses were \$23,417,141, as compared with \$18,745,828, and net earnings \$14,085,912, as compared with \$12,109,375 in 1900-1901. The working expenses of the year amounted to 62·44 per cent of the gross earnings and the net earnings to 37·50 per cent, as compared with 60·75 per cent and 37·25 per cent respectively in 1901. There was an addition to the track operated during the year of 290 miles, and the system now includes 10,623 miles of line, of which 8,646 is managed directly by the company. The number of tons of freight moved was 8,769,934 in 1902 and 7,155,913 in 1901; the passengers carried numbered 4,796,746 in 1902 and 4,337,799 in 1901. The tendency to lower rates involved in the statement that in 1901 the average rate for carrying passengers a mile was 1·93 cents, and of carrying a ton of freight a mile 0·93 cents, whereas last year it was only 1·75 cents and 0·79 cents respectively, shows that the growth in earnings was not in proportion to the growth of work done. It should also be pointed out that the conditions created by a rising market for labour and its products was also a noticeable item in the increased expenses of the year. The close of the year, however, left the company with a cash surplus on revenue account of \$7,709,913.

The sales of the company's lands during the year amounted to 1,362,852 acres for \$4,442,136, being an average price of \$3.26 an acre, the cash receipts from which made possible the redemption and cancellation of land grant bonds to the value of \$1,401,000. There was thus left in the hands of the public at the end of the fiscal year \$1,430,000 of these bonds, all of which have since been called for redemption and cancellation.

The issue of \$19,500,000 new common stock of the company and the operations

of the company in the securing of additional locomotives and rolling stock have been previously referred to in the *Labour Gazette*.

The total value of the company's properties is placed in the neighbourhood of \$310,000,000, aside from over 18,000,000 acres of land in western Canada.

### Dominion Revenue and Expenditure.

Turning from the industrial to the financial and commercial record of the month, reference may be made to a statement of the revenue and expenditure of the Dominion for the two months ending August, which was issued on September 12. According to this showing, the revenue of the country was \$9,578,947 this year, compared with \$8,817,032 for the corresponding two months of last year, or an increase of \$941,895. The ordinary expenditure was placed at \$5,554,115, an increase of \$191,132. The capital expenditure was \$765,815, a decrease of \$1,726,000 for the same period of 1901. The table of comparisons in full is as follows:—

	1901.	1902.
Customs .. . . .	\$5,270,466	\$5,949,451
Excise .. . . .	1,734,777	1,178,637
Post Office.. . . .	510,233	580,000
Public Works.. . . .	1,055,242	1,164,125
Miscellaneous.. . . .	246,344	286,734
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	\$8,817,062	\$9,758,947
Expenditure.. . . .	\$5,362,982	\$5,554,115

### Canadian Foreign Trade.

A trade statement handed out by the Customs Department of the Dominion government on the same date as the above, shows a no less satisfactory record with regard to the foreign commerce of the country. Substantial increases were registered in all domestic exports, with the exception of the output of the mines. The aggregate trade for July and August, moreover, shows an increase of nearly \$2,000,000. The domestic exports for the two months were \$36,746,854, an increase of \$3,912,000 over the same time last year. The imports for the two months, not including coin and bullion, were \$32,451,830, an increase of

over \$1,000,000 as compared with the same period of 1901. Domestic exports and imports for consumption accordingly show a combined increase of about \$5,000,000. The duty collected for the two months was \$5,626,140, an increase of \$620,000 over the same two months of 1901.

Requests were made during the month for encouragement on the part of the Dominion government to the export trade in eggs and poultry.

### German Discrimination.

Early in September an action on the part of the Director General of Customs for Germany was reported which is calculated to have considerable effect on the future export grain trade of Canada. During the past winter, it had been stated, large quantities of wheat of Canadian origin mixed with wheat from the United States reached Hamburg by way of New York, in violation of the discriminating duty imposed by Germany against Canadian grain products. In the future, accordingly, by order of the German Customs Department, all consignments of wheat, rye, barley, hay and peas from American Northern Atlantic ports as far south as Philadelphia must, in order to pass the customs at Hamburg, be accompanied by a certificate of origin proving that they do not come from Canada. The order of the German government has been in effect for some time, though never rigidly enforced until lately. The difference in duty imposed upon cereals from the United States and Canada coming into Germany amounts to about 50 per cent.

### Imperial Trade.

A noteworthy feature of September in Canadian commercial circles was the extent to which public attention was directed to the possibilities of future trade between the Dominion and the other colonies of the empire, notably, South Africa, Australia and New Zealand. Now that the establishment of a direct steamship service, un-

der government supervision, between Canada and South Africa is assured, additional significance is given to the reports of government agents in the latter group of colonies upon the market there for Canadian products, which have been received by the Dominion Department of Agriculture and by the Department of Trade and Commerce during the past month, and which were prepared in the expectation of being of service to Canadian manufacturers and merchants contemplating an extension of business in Cape Colony, Natal, the Transvaal and the Orange River Colony. The installation of direct representatives of Canadian enterprises in place of the printed catalogue system, hitherto almost exclusively in vogue, is prominently recommended in the reports referred to, and the success of the United States in capturing South African trade by this means is pointed to as evidence of its efficiency. At the same time a more active distribution of Canadian advertising literature is also advised. Negotiations have already been established between a large number of importers in South Africa and Canadian manufacturers of furniture, agricultural implements, boots, timber, stoves, carriages, fruit products, &c., &c. The extensive railway constructions in contemplation in the South African colonies, both in the way of the projection of new railways and the extension of old ones, are pointed to as features of the situation there that offer an exceptional opportunity to Canadian commercial enterprise.

Prospects of an increasing trade with Australia have also considerably brightened during the month, and the establishment of a direct steamship line between Canada and the Commonwealth *via* the Cape of Good Hope will depend largely upon the success of the South African line. According to a representative of the Sydney Chamber of Commerce, who visited Canada during the month, Australia offers a ready market for Canadian barley, oats, wheat, beets, canned goods, carriages, machinery and furniture, being able to pay

for the same, in whole or in part, in tinned meats, wines and wool.

### Domestic Trade.

A very marked result of the prevailing good harvest, the high rate of wages, and the general satisfactory condition of employment, has been the stimulus thereby imparted during the past few weeks to domestic trade. Although every province of the Dominion is more or less affected by this, prosperous domestic trade conditions are specially noticeable in Ontario and Manitoba, though business throughout the West has been exceptionally steady during September, and the wholesale fall trade has been satisfactory all over the country. The Pacific coast wholesale trade is also reported good, with large orders from the Yukon a characteristic. Prices have been exceptionally firm. Canadian securities on the stock exchanges of the world have been steady, and are an assurance of the confidence of the financial world in the stability of the present prosperity of the Dominion. With regard to particular features of the domestic trade of the month, the unusually high quality of millinery preferred by the dealers is an index to conditions very generally prevailing. The trade in leather goods has also been unusually active. In spite of the cool summer, retailers have not been left with large stocks of summer goods on hand. The low rates offered by railroad companies during the period of the fall fairs stimulated purchases considerably during September, and the fall sorting trade was in consequence exceptionally heavy. Iron and metals were in good demand, and report a satisfactory turnover. The strong demand for Canadian woollens was still another feature of September business. The month ended with a very general feeling of confidence as the prevailing note in domestic trade circles all over the Dominion.

### The August Bank Statement.

The August report of the chartered banks of the Dominion received toward the

close of the month shows continued increases. Thus, the circulation of bank notes at the close of last month was \$55,035,701, compared with \$52,070,065 for July and \$51,352,309 for August of last year, that is, a gain of nearly three million dollars on the month, and of about \$3,700,000 on the year. As compared with 1896, the gain has been nearly 20 million dollars, or over 60 per cent. Last month the public deposits in Canada on demand showed a total of \$105,639,607, and those payable with notice to \$247,052,129, or a gain respectively of 60 per cent and 100 per cent over the figures for 1896. The loaning business of the banks also shows large increases. Call and short loans in Canada and abroad in August have amounted to \$102,476,132, as compared with \$96,411,551 for July. The current loan in Canada and abroad amounted to \$327,980,943 last month, compared with \$325,085,894 in July, whereas in August, 1896, only \$207,410,954 was loaned by the banks on current loans and discounts.

The general progress of the banks of the Dominion, during the past five years, is also indicated by the course of the prices of bank stocks during that period. Roughly speaking, among the leading banks of the Dominion the average price of shares has increased since 1897 at the rate of about 8 points per annum. The percentage of reserve to capital has in the meantime very materially increased, and the banks have, in many cases, given valuable privileges to shareholders from time to time, in the way of *pro rata* issues of new stock at prices under market quotations.

### The proposed Meat Packing Combine.

Important developments in connection with the proposed merger of United States meat packing establishments were reported during the month, and in connection with its effect on the prices of meat products in Canada, may be referred to here. Early in the month it was announced that the proposed combine would come into active and open operation on September 27, under

a capitalization estimated on the basis of 25 times the last year's earnings, of the constituent companies. Later, however, it was announced that the project had been abandoned, the alleged reason being the hostile attitude of the national administration.

### The Coal Situation.

It was in the case of the strike of the Pennsylvania coal miners, however, that industrial conditions in the United States during the past month reacted most directly upon Canadian interests. Seldom has a single industrial disturbance in another country affected so closely the homes of the masses of the people in this country, or been the cause of as much widespread anxiety as the present difficulty. In Ontario and Quebec, as well as in Manitoba and the North-west Territories, a coal famine of unprecedented severity has set in, and the developments of the past month have been in many instances of an alarming nature, especially in view of the approach of cold weather, the limited supply of soft coal and the general scarcity and high price of wood and other substitutes for anthracite. In the larger industrial centres of the country no class of the population is escaping the inconvenience, and in some localities the poor are already suffering. Prices have advanced by wide margins, but the difficulty consists rather in the absolute dearth of supply. Various projects have been discussed for the relief of the situation, among others, that of bringing Welsh coal to Canada. The question of substitutes for anthracite has also been much discussed, in view of the fact that the immediate termination of the strike would not relieve the situation for some time. In Toronto, special measures are being discussed by the municipality to prevent the citizens from suffering during the coming winter from the lack of other fuel, and at Montreal the problem of an establishment of a municipal coal yard has been widely debated. British Columbia is practically unaffected by the present situation; wood is bringing a high price, but this is at-

tributed rather to the working out of cordwood limits than to the strike situation in the United States. A full report on the situation is reserved for the November issue of the *Gazette*.

### Immigration Returns.

Of the various influences exercised by the agricultural prosperity of Manitoba and the North-west Territories, that on the immigration movement of the present season has undoubtedly been among the most important in its effects. The results, moreover, of the present western harvest may be said to be prospective, no less than actual. Various returns of the past month continue to show the extraordinary scale on which settlement on new lands in the Canadian West has been carried on during the present season. Thus, it is estimated, that over 15,000 people have settled in the district north of Calgary alone within the past 12 months, and the surveying of new lands in that section of country is already reported a necessity. The Canadian Pacific Railway Company, in this connection, reports sales of over half a million acres in Alberta, and the returns of the Dominion government agent at Edmonton show homestead entries of 160 acres each to the number of 2,144, or 343,000 acres sold during the year ending June 30 last. The July homestead entries in the North-west number in all 2,623, or 1,702 greater than were reported for the same month last year. For August the entries were 1,922, or 1,154 in excess of the same period of 1901. As compared with the same two months of the previous season, the present year shows an increase of 2,856 entries. The inspector of the Department of the Interior agencies reports some 14,725 entries made during the fiscal year, which is 6,558 in excess of the figures of 1901. These statistics, moreover, throw no light on the sales of the large land-owning companies, which received their grants direct from the Crown. Taking all into consideration, it is estimated that in the neighbourhood of seven million acres of land were disposed of for settlement during the season. A noticeable

example furnished during September of the scale on which land sales are being negotiated in western Canada at present, was the purchase, in the Saskatchewan district, from the Saskatchewan Valley Land Company, of 100,000 acres, at a price in the neighbourhood of half a million dollars, by the members of the Order of St. Benedict, of St. Cloud, Minn. In view of transactions like the above, values have greatly appreciated.

On September 8, the law recently adopted by the Dominion government with regard to the deportation of undesirable immigrants was put into force. Full power is given to government immigration agents under the new provision to prevent the landing of foreigners infected with contagious or loathsome diseases, and to deport such class of immigrants to the port from which they came. On arrival of the ship and examination of the passengers, the diseased persons who come under the new prohibitory law are to be removed to the hospital and kept there until the return trip of the vessel, when they are placed on board by the provincial police and a receipt for their delivery taken. Already a considerable number of deportations have been effected. Hitherto the possession of a small sum of money was considered the chief possession requisite for the acceptance of foreign immigrants.

During the month it was announced that certificates will be issued by the Ontario government on November 1 to all volunteers entitled to land grants, and the twelve townships which were surveyed this summer will be included in the land available for selection. The establishment in August, at the Union Station, Toronto, of an office to virtually act as an employment agency for farm hands, under the direction of the Bureau of Colonization, was announced.

A feature of the month in connection with the subject of immigration was the extent to which attention was directed to the agricultural resources of British Columbia,

and to the future prospects of the province as a field for foreign homeseekers.

### Conditions in British Columbia.

Apart from the activity of the lumber market, the buoyancy of mining in the interior of the province, and the depression in the fishing industry owing to the small catch of sockeye on the Fraser river already mentioned, the widespread attention which has been directed to the agricultural possibilities of the province just referred to has been perhaps the leading feature of the past month. While the yield of oats, wheat and potatoes has been very good, special notice has been invited to the quality of the fruit grown and exported during the present season, several carloads having been shipped from coast ports to the Northwest Territories during the month at better prices than have prevailed in several years. Work on the tunnel between Lakes Beautiful and Coquitlam by the Vancouver Power Company was actively pushed during September, and large increases to the working staff are promised in the immediate future.

The high rate of rents in Vancouver and elsewhere may be taken as further evidence of the general prevalence of improving times.

### Conditions in the Yukon.

A number of interesting statements were published during September as to the present industrial and trade situation in the Yukon. With the close of navigation on the upper river rapidly approaching, a notable feature of the season is the absence of the usual fall rush to Dawson, due in part to the comparative failure of winter mining in the Klondike during the past season and to the fact that traffic between Vancouver and Skagway has been more evenly distributed this year over the entire season. The installation of hydraulic machinery on an extensive scale, and the possibilities of the quartz mining industry, are the chief subjects of discussion in the Yukon at the present moment. On the whole it may be said that more people are

being permanently employed in the Yukon at present than ever before in its history. There has been, however, a considerable exodus of workmen from Dawson, especially during the past few weeks. The commerce of the Yukon, according to recent opinions, has shown a distinct tendency during the present season to centre itself more and more in Canadian hands. There is at present an especially good opening there for Canadian dairy products, and the possibilities of trade in Canadian-made machinery have also thus far, it is said, been largely overlooked.

Returns for the present season show that shipments of Canadian raised cattle to the Yukon through the port of Vancouver have been on a larger scale this season than ever before. The returns of the present year from the beginning of the shipping season in March to the end of August, show an increase in shipments amounting to 424 head over those of the corresponding period of last year. From March to August, 1901, both months included, 1,783 head of Canadian cattle were shipped into the Yukon, while during the same period of the present season the number of cattle shipped reached 2,207. In shipments of sheep also the present shows a decided improvement over last season. In 1901, there were shipped north from Vancouver nearly 2,907 head of sheep, while 4,225 head were shipped during the present season, or an increase of 1,318 head this year. During September also the high rates of the earlier months of the season have been maintained.

In connection with the topic of quartz mining in the Yukon, the erection of a government quartz mill, to be in readiness for operation shortly, is arousing considerable interest. During the first three months after its establishment the government will make mill tests, free of charge, or not less than two tons of each sample from every ledge in the territory. The miner will simply be required to deliver his order at the mill, and the result of the run will be his without deduction of any kind.

### Meetings of Associations.

A very noteworthy feature of the month was the number of meetings of associations held at various points in the Dominion. Among others may be mentioned the Dominion Millers' Association, which held its annual meeting in Toronto on September 5, with nearly 100 members present, when the questions of freight rates, car shortage and the German exclusion of Canadian products were discussed. A very important organization effected during the month was also that of a Farmers' Association, the objects of which were explained at a meeting held in Toronto on September 9 in a resolution to the effect 'That, while deeming it inadvisable to establish a political party, we believe it is for the welfare of the country that there should be an organization ready to bring its influence to bear to secure and promote the interests of the farmer in matters of legislation and otherwise, and that we now proceed to establish such an organization.' At a subsequent meeting of the association, resolutions were passed condemning the granting of public money to private and corporate interests, and recommending that the property of railroads and other public service corporations should be assessed for the same proportion of value as that of private property owners, and that there should be strict public regulation of transportation and a non-political tribunal created for the fixing of rates. The Retailers' Association also met in Toronto early in the month and passed resolutions recommending the teaching of the Metric System in public schools, a reduction in the cost of Division Court suits, revision of the present system of granting licenses to pedlars, the celebration of all holidays falling on Saturday on the succeeding Monday, the equitable taxation of departmental stores, and the handling of Canadian goods by Canadian retail dealers wherever possible. Still another Toronto meeting of the month was that of the Canadian Master Bill Posters' and Distributors' Association on September 9, at which 53 towns and cities were represented. At

Hull, Que., during the month the Association of Paper Makers of America held a meeting, at which the long hours worked in the paper mills, and the long term of apprenticeship required, were matters of complaint. Meetings of the Union of Canadian Municipalities and of the Ontario Municipal Association are referred to elsewhere in the present issue of the *Gazette*.

### Notes of the Month.

During the month the question of western railway freights was the subject of negotiation.

The last Imperial Limited express train of the season left Montreal during September.

The question of woodland preservation and reforestation in older Ontario received some attention.

The exceptional success of the fall fairs held throughout the eastern provinces were an admirable index of the prosperity of the country.

Labour Day was successfully celebrated at many Canadian points on September 1, demonstrations on an extensive scale being held in St. John, Montreal, Ottawa, Peterborough, Toronto, Hamilton, Guelph, Winnipeg and Nanaimo.

A new bank, to be known as the Metropolitan Bank, was formed during the month, with an authorized capital of \$2,000,000, a charter having been procured at the last session of parliament. The amount of stock applied for exceeded the number of shares offered.

The Canadian government was invited, through the British embassy at Washington, to name commissioners to co-operate with similar commissioners to be appointed by the government of the United States, to constitute what is to be known as 'The Lake Commission,' which is to investigate and report on questions connected with the changes of level of the great lakes.

The Montreal branch of the Canadian Manufacturers' Association, which some time ago urged on the public the necessity for technical education, decided during September, to co-operate with the Mechanics' Institute to found a scheme for the education of mechanics. At present cotton experts, and other classes of workmen, such as pattern makers and expert machinists, are imported from the United States, while experts in woollens have to be brought from England. It is proposed by means of the new technical school to fit Canadian mechanics for such positions.

## II. REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has been one of continued activity during September. Compared with August, it was as active, if not more so. The opening of the annual provincial exhibition, aided by perfect weather conditions, was no small factor in the general success of outdoor employment. All branches of labour, however, have been well employed, and the printing trade, which was below normal during August, has during the past month given material evidence of returning activity. The month

has also seen the inauguration of two corporations: The Britannia Manufacturing Company, which is to manufacture ladies' ready-to-wear garments, and the Halifax and Canso Steamship Company, which has been formed for the purpose of transporting fish and other cargo from Halifax to Canso, calling at intermediate ports. The wholesale and retail trade has been about normal. The only feature of unrest in the field of labour is the lock-out on the *Echo-Chronicle*, which shows no signs of settlement.

#### CONDITION OF LOCAL INDUSTRIES.

The *fishing industry* has somewhat improved over the previous month in the amount of fish taken and in the general out-

look. Haddock and squid have been fair along the coast, while cod and mackerel have been very good. In the local field there has been exceptional activity among the mackerel fishermen (hand liners), this particular branch having had returns far above the average.

*Agriculture, lumbering and mining* are fairly active.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are very busy. Carpenters and joiners are well employed. Lathers and plasterers report work fair. The painting, decorating and paperhanging trades are still very active. Plumbers report conditions normal. Stonecutters are busy. Builders' labourers report work plentiful.

*Metal and engineering trades.*—Iron moulders, helpers, &c., are busy. Machinists and engineers report conditions good. Electrical workers and linemen are well employed. Boilermakers are kept busy. Shipwrights and caulkers report normal conditions. Horseshoers report work fair for the season.

*Woodworking and furnishing trades.*—Woodworkers, upholsterers and carriage builders are fairly busy. Coopers are active.

*Printing and allied trades.*—Printers report returning activity. Pressmen are busy.

*Transport.*—Railroad and steamship employees are fairly active. Freight handlers are busy. Longshoremen are only fairly well employed.

#### CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during September showed few changes from August, supply and demand being well balanced. The activity in the build-

ing trades continued, especially in the country. Export trade was better, and banks report an increase in business. Representatives of wholesale houses state that sales have been larger than usual, and in the city the retail stores have had the usual rush during exhibition week, when the attendance from the country has been the largest in the history of the provincial fair. The beginning of pneumatic work on the Hillsborough bridge has introduced a new class of labourers into the province, viz., compressed air workers. Thirty experienced men of this class have arrived from New York, and as many more local men new to the work will be employed. At the close of the month they were working under a pressure of 24 pounds to the square inch in three-hour shifts, with three hours' rest. The wages at the present depth are \$3.25 for six hours. The rate of wages will increase and the length of time each gang will be employed at a shift will decrease as the depth and air pressure increases.

#### CONDITION OF LOCAL INDUSTRIES.

*Harvesting* is about completed, and the crops have been gathered in good condition. The beginning of next month will see the digging of the fall potatoes, an important crop on this island, in full operation. The early crop is practically in, the yield being good and the quality very satisfactory. The interprovincial exhibition of 1902, held the latter part of the month, was mainly of an agricultural nature, as was to be expected of a province where agriculture is the leading industry. The exhibits in nearly every class showed an advance over those of the last fair, in 1900, both in number and quality. The roots and vegetables and fruit in particular were exceptionally good, and the number of varieties in the latter class was very noticeable. An unusually large number of horses were purchased from island farmers by dealers from abroad during September, who took advantage of the occasion to secure prize-winning animals.

*Fishing* has been fair during September.

The construction of the Belfast and Murray Harbour Railway has been vigorously

pushed. About three miles of rail have been laid, and two working engines have been taken to the scene of operations.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have been fairly busy. Carpenters and joiners have been steadily employed. Lathers and plasterers have had a fair share of work. The painting, decorating and paperhanging trades were busier in August than in September. Builders' labourers have been fairly busy.

*Metal, engineering and shipbuilding trades.*—Iron moulders, iron moulders' helpers, machinists and engineers have been busy, a number working overtime. Steam engineers have been busy. Caulkers have found employment at tightening caissons and scows at Hillsborough bridge work. Bicycle workers have not been so busy as in August.

*Woodworking and furnishing trades.*—Woodworkers and upholsterers have been busy. Car builders have been steadily employed.

*Printing and allied trades.*—Printers have been busy.

*Clothing trades.*—Journeymen tailors have found trade brisker than in August.

*Miscellaneous.*—Barbers report a good month. Hotel employees have had a busy month, especially during exhibition week.

*Transport.*—Railroad men, freight handlers and steamboat men have been busier this month than last, owing to the transportation of exhibits and passengers during the progress of the fair.

*Unskilled labour* has been in fair demand.

#### ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the past month the labour market remained about the same as in August.

The building trades continued active although a slight falling off was noticeable among bricklayers and masons. A new warehouse is under construction for the Canadian Pacific Railway at West St. John, which is to be 200 feet long, and 40 feet wide, and which is expected to be ready for use this winter. Bank clearings for the four weeks ending September 25 were \$3,356,784; for the corresponding period last year they were \$3,070,880, or \$285,904 less than the same period this year, and \$64,773 less than in August. The New Brunswick Petroleum Company is preparing to operate on a large scale in the near future. Fourteen wells have already been put down, nine of which are producers. Ten of these wells are situated in Westmoreland county and four in Albert county.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculturists* report that crops of all kinds are abundant, and are being secured in excellent condition.

The *fishing industry* remains dull, fish being very scarce, particularly cod and haddock. The local quotations are, halibut, 15 cents per pound; cod and haddock, 5 cents per pound; fresh herring, 18 cents per dozen; pickerel, 6 cents per pound.

*Lumber operators* state that the cut this winter will not exceed that of last year.

The *improvements being made on the I. C. R.* near Gilbert's island are nearing completion and some of the labourers have been discharged.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons say that work is not so plentiful as during August. Carpenters and joiners, however, continue busy. Painters and decorators report business fair. Plumbers, gas and steam fitters are pretty generally employed. Stonecutters are fairly well employed and are agitating for an organization. Builders' labourers report conditions good. Their charter has arrived and the officers and members were duly installed and initiated on September 24.

*Metal, engineering and shipbuilding trades.*—Iron moulders continue to be fairly well employed. Boilermakers are steadily employed.

*Woodworking and furnishing trades.*—Woodworkers are well employed. Shingle sawyers and bunchers report work plentiful.

*Printing and allied trades.*—The printing business continues slack. Pressmen and bookbinders are active.

*Clothing trades.*—Journeymen tailors are all well employed.

*Food and tobacco preparation.*—Cigar-makers report business fair.

*Miscellaneous.*—Broom and brush makers continue busy.

*Transport.*—Freight handlers report work plentiful, but wages low. Street railway employees consider business good for this season. Teamsters and expressmen report business brisk.

*Unskilled labour.*—Ship labourers have been pretty well employed, and consider the past month better than August.

#### DISTRICT NOTES.

*Chipman.*—An extension has been built to the King saw-mill, where doors, sashes, &c., will be manufactured. The new building is 85 feet long, 35 feet wide, and is three storeys in height.

*Green Hill.*—The saw-mill of Jackson and Smith, parish of Burton, Sunbury county, was burned September 24, together with 200,000 feet of lumber. Loss about \$10,000.

*Newcastle.*—This town is installing a complete system of water supply for sanitary and fire purposes, electric light service and sewerage. These works will cost about \$100,000.

*Riverside.*—Preparations are being made to build a new station for the I. C. R., at this village.

*Restigouche.*—The Restigouche Foundry and Supply Co., Limited, is applying for incorporation. The capital stock is \$100,000 divided into 1,000 shares of \$100

each, 400 shares to be preference stock and the remainder ordinary stock.

*Woodstock.*—The Woodstock Lumber and Manufacturing Company is seeking incorporation with a capital stock of \$24,000 divided into shares of \$100 each.

#### QUEBEC, QUE., AND DISTRICT.

*Messrs. Ed. Little and J. J. Jobin, Correspondents,* report as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been in steady demand throughout the month, though without special activity in any particular craft, with the exception, perhaps, of the building trades and outside labour generally. On the whole, conditions compare favourably with those of August. Rain caused loss of time in certain trades during the month. Work on the south shore caisson in connection with the new Quebec bridge is progressing favourably, the unusual depth of the excavation having necessitated the employment of a larger number of men and at high rates of wages, contractors offering in some instances eighty cents per hour. During the month, the Chinese laundrymen of the city, fifteen in number, were arrested on the charge of non-payment of taxes and license fees. With the exception of a dispute between the batteaux men and their employers for demurrage, which lasted a couple of days, and which ended in favour of the men, there has been no industrial unrest in this city or district during the month. One firm and about forty men were interested.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have been busy at the harvest during the month.

In Point Lévis, the construction of the electric railway is progressing favourably. One section will probably be completed and worked during the autumn. An electric elevator in connection with the system has also been started.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades have sufficient work on hand to ensure ac-

tivity during the continuance of good weather. Bricklayers, masons, carpenters, lathers, plasterers and painters report work plentiful. Plumbers, gas and steamfitters are fairly well employed.

*Metal, engineering and shipbuilding trades.*—The iron shipbuilding trade was active during the month, chiefly on repairs to injured steamships, the graving dock and dry dock being occupied continuously. Ship carpenters have also been in demand for repair work. Moulders report trade very good. Linemen have plenty of work.

*Printing and allied trades.*—Conditions are reported dull.

*Clothing trade.*—Journeymen tailors are fully employed, as are also boot and shoe workers on certain lines, though the trade is not yet working full-handed or full time.

*Food and tobacco preparation.*—Cigar-makers and tobacco workers report plenty of work.

*Miscellaneous.*—Furriers are busy.

*Transport.*—There was no perceptible diminution in the excursion or tourist business until the final week of the month, the business having been exceptionally heavy in the first two weeks. Cab drivers, carters, &c., accordingly have had a good month. Ship labourers and longshoremen, however, have been comparatively slack.

*Unskilled labour.*—A good month's employment is reported.

### SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, Correspondent, reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been fully employed during September, and conditions compare favourably with those of the same month last year. The various branches of trade are very busy, and unskilled workmen find ready employment. Several large building contracts were awarded during the

month, so that builders will be kept busy for some time to come. The various banks report a good month's business, and wholesale and retail tradesmen report business for the month as being considerably ahead of the same month last year. Retail merchants report that the fair week this year was the busiest ever experienced under similar circumstances. There has been no unrest among employees during the month.

#### CONDITION OF LOCAL INDUSTRIES.

The settled weather of the present month has been a boon to the *farming community*. The various crops have been gathered in good condition, and the yield will be heavier than last season. Good wages were paid for harvest hands, as high as \$35 to \$38 a month and board being offered, and still the supply was limited.

*Lumbermen* are preparing to send their men into the woods, and in some cases crews are already at work. The demand for men still holds good.

*Mining operations* are proceeding with no change from that of last month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are very busy and work will be plentiful until the season is well advanced. Carpenters and joiners find steady employment. Lathers and plasterers report work as being very good. Plumbers have work just now on hand that will keep all local men busy for some time.

*Metal and engineering trades.*—In addition to the demand for skilled mechanics in the machine shops, there is also a good demand for unskilled labour. In one of the mining machine shops a night gang was started last week in order to keep the work in hand. Electrical workers and blacksmiths report a prosperous month.

*Woodworking and furniture trades.*—Active conditions prevailed during the month.

*Printing and allied trades.*—Conditions have been very favourable during the month.

*Clothing trades.*—Journeymen (custom) tailors report work plentiful, if anything better than at this time last year. Garment workers on ready-made goods also report a good month.

*Food and tobacco preparations.*—Bakers and confectioners say they have had an exceptionally busy month. Cigarmakers are very busy.

*Miscellaneous.*—Laundry workers have been in demand during the month, and work has been plentiful.

*Transport.*—Cab drivers, hackmen and carters report September as being a very good month. Exhibition week, they report, was the busiest in many years.

### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the month has, in general, been very satisfactory, and business has been better than is usual at this season of the year. Owing to the fine weather, nearly all classes of labour have been well employed. Manufactures are all running to full capacity and have a good deal of work on hand, employing a large number of operatives at good wages. Unskilled labour is constantly employed at the elevator, loading and unloading vessels and in the construction of the new wharf. Wages are 15 cents per hour, or \$1.25 for a day of ten hours. Boot and shoe dealers, dry-goods merchants and hardware men are doing a good business. The coal business is very quiet and uncertain. The lumber trade is very active, wood of all kinds being in great demand. Sawmills have continuous work. The crops generally have been very good. There was a large yield of hay, but not so large as last year.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Stonecutters report excellent conditions. Plasterers and plumb-

ers are not very busy. Painters and decorators have been well employed, but paper-hangers have been idle. Bricklayers, stonemasons, carpenters and joiners have been fairly busy.

*Metal and engineering trades.*—Stove and machine moulders have had plenty of work. Blacksmiths continue busy, but are not in exceptional demand. Bicycle workers have less work than usual. Electrical workers are experiencing a slack time. Conditions with jewellers and watchmakers are good.

*Woodworking and furnishing trades.*—Carriage makers report trade dull.

*Printing and allied trades.*—Printers have made a good month, and a couple of hands are wanted.

*Clothing trades.*—Tailors and glove workers are constantly employed.

*Food and tobacco preparation.*—Bakers and confectioners have had a quiet month. Butchers have been busier than last month.

*Miscellaneous.*—Barbers have been exceptionally busy during the past two weeks.

*Transport.*—Teamsters have had an exceptionally good month, due in great part to the military camp of 1,300 men, which lasted twelve days.

### ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

There has been very little change in the labour market since last month. The Canadian Woollen Mills have been sold to the Mainville Company; work, however, has not been stopped. The new company states that it will manufacture a great many more lines than previously. During the month work was plentiful, especially on machine-made goods, new hands being engaged nearly every week in this branch. Many of the employees earn the same wages as they did a year ago before the reduction made by the management. One of the sash and

door factories had to discharge about fifteen of its hands through lack of work, having completed the orders which it had to fill, particularly in butter, cheese and other boxes. In another factory also work was not so plentiful as during the previous month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters were well employed during the month. The month was not very favourable for painters and paperhangers.

*Metal and engineering trades.*—Moulders have been very busy.

*Woodworking and furnishing trades.*—Carriage and wagon makers have been very busy this summer.

*Clothing trades.*—There is only one boot and shoe factory here. Its proprietors made their inventory during the month, and work was at once commenced on new orders. There is every indication that the new season will be an advantageous one for boot and shoe workers.

*Food and tobacco preparation.*—Cigar-makers and tobacco workers have had a very good month.

*Leather trades.*—The month has been a very favourable one for tanners and curriers.

*Miscellaneous.*—Bartenders and restaurant employees are very busy. The Canadian laundry has been well employed.

#### MONTREAL, QUE., AND DISTRICT.

Mr. J. S. Fitzpatrick, Correspondent, reports as follows :—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The favourable conditions experienced by all classes of labour, skilled and unskilled, throughout the summer still prevail, and the indications are that they will continue, especially with those employed at outside work. The building and allied trades in particular are extremely busy, and the sash and door factories are running to their full capacity.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers have been exceptionally busy during the month. Carpenters report a very good month, with plenty of work ahead. Painters and decorators report trade good, and all members of the craft employed. Plumbers and steamfitters are in demand at present, many men in these lines receiving wages in excess of the union scale.

*Metal, engineering and shipbuilding trades.*—In the metal trades, the month has been a busy one, and the indications are that this condition will continue for some time. Jewellery workers and silversmiths report trade good and wages fair.

*Woodworking and furnishing trades.*—Woodworkers are busy, all men finding steady employment. Carriage and wagon makers report trade good; they have all the work they can do.

*Printing and allied trades.*—Printers report trade fair.

*Clothing trades.*—Journeyman tailors are all working, and report business better than usual at this time of the year. Garment workers are unusually busy and have work enough ahead to keep them going for some time.

*Leather trades.*—Tanners and curriers report trade good.

*Miscellaneous.*—Furriers report business brisk, the several firms being busy making up their winter stocks.

#### HULL, QUE., AND DISTRICT.

Mr. R. Laferrière, Correspondent, reports as follows :—

##### GENERAL CONDITION OF THE LABOUR MARKET.

Labour in all its branches was very active throughout September, more so than in August, or in the earlier part of the season, the demand for men being much in excess of the supply. The improved condition of affairs prevailed in all the different industries, except in the shipping of pork and lumber and in the manufacture of wool. Large cement works are to be put

up soon in Hull, and saw mills will also be built on a large scale in Aylmer this winter, so that prospects in the building trades are bright for this district. Trade in the city is somewhat dull at present, owing to the exceptional exodus to the shanties. This, however, is of a temporary nature only, as the large wages paid will soon produce their effect. It is estimated that Hull alone sent 1,500 men to the woods this year. It is noticeable, however, that many families are leaving the city and district, especially for New Ontario to settle on farms. An evidence of the general prosperity of the times is the fact that no properties were sold for arrears of taxes at the annual sale during the month, whereas many properties are generally sold in this way every year. Rates of wages are the same as last month.

#### CONDITION OF LOCAL INDUSTRIES.

Information supplied by the mayors of the county council went to show that the *crops* are good and prices fair, although feed has a tendency to go down.

*Lumbering* is brisk, the shipping of lumber less so than sawing; the cut in the Ottawa Valley promises to be one of the largest on record. The fall in shipping is due to the overstocking of the foreign market. The Templeton and Booth mills are sawing day and night.

The *Matthews Pork Packing Company*, report a dull shipping market, though no reductions will be made in the number of employees.

There was no special feature in the *mining* market during the month. Mica is still low.

The *Eddy Company* is very busy, all *factories* are running full time, and shipping is excellent. The indurated fibreware factory will soon be ready.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The various branches of the building trades are all busy in this city.

*Woodworking and furnishing trades.*—Woodworkers are very busy. Mills are running steadily, and wages remain stable.

The Quebec Factory Inspector visited Hull during the month and posted up the following new regulations in various industrial establishments.

#### PERSONAL EQUIPMENT OF EMPLOYEES.

No. 101—Clothing.—The clothing of employees having to work around moving parts of machinery and particularly those whose duty it is to oil up and repair machines, must be buttoned and close fitting.

No. 102—Gloves and Mittens.—It is forbidden to wear gloves or mittens when working at saws or handling belts.

No. 103—Girls and women employed in industrial establishments shall wear their hair plaited and fastened to their heads, so that it will not come in contact with the moving shafting or machines or with the substances or material which they are handling.

No. 104—Spectacles.—Workmen employed at machines emitting sparks or splinters, must be provided with spectacles, and in establishments where deleterious gases or dust are generated, the employees shall be provided with respirator masks approved by the inspector.

#### SANITARY MEASURES.

No. 90—Ventilation.—All work rooms must be well aired, especially such as contain forges, foundries, grind stones, paints and varnishes, and those in which acids are handled, or in which deleterious gases are generated.

No. 91—Thermometer.—Thermometers to indicate the degree of temperature shall be placed in sufficient number at the spots indicated by inspector.

No. 92—Dangerous work.—Work in gas mains, smoke flues, and apparatus containing deleterious gases must not be undertaken without the authorization of the person placed in charge of the same. The air contained in them must first be tested, and the workmen who have to work in them must be secured by means of a safety belt.

#### COMFORT OF EMPLOYEES.

No. 93.—In order to relieve their employees as much as possible from fatigue, and provide in an adequate manner for their personal comfort, employers will conform with the following prescriptions, viz:—

(a.) Give their employees facilities for securing individual cleanliness and water of good quality.

(b.) Employees of both sexes whose occupation permits of their sitting down shall be provided with chairs furnished with a suitable back.

(c.) Taking in account the number of employees, inspectors may require employers to provide suitable places where the employees can take their meals and change their clothing.

(d.) Provide a sufficient number of spittoons and place the same in the different parts of the factory designated by the inspector.

(e.) When working operations are carried on after six o'clock of the evening, according to the overtime permit, granted under provisions of article 3026 of the Act, an interval of at

least thirty minutes shall be granted to the employees for their evening meal. A notice informing the employees of the change in the hours of work signed by the inspector shall be posted up.

The *corporation works* are ready to start, but no labourers are available.

### OTTAWA, ONT., AND DISTRICT.

*Mr. T. W. Quayle, Correspondent*, reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed during September, in fact much more generally than during August. General conditions were active, and the business tone strong. The supply of labour was not greater, however, than was required, and an exceptionally buoyant feeling prevailed. While not an industrial centre, the factories that are located in this city were busy, and all report a big supply of orders, manufacturers reporting not only a brisk local market, but an expanding foreign output on a scale that gives a guarantee of permanent employment to many classes of labour during the fall and early winter months. The wholesale trade has had a satisfactory month, and merchants are reported as having placed good orders. There were no labour disputes during the month, and stable conditions are assured in the absence of any exceptional and foreseen difficulty. The continued strike of the anthracite coal miners is having its effect in Ottawa, as elsewhere, and grave apprehension exists as to the supply of fuel for the winter. Only one dealer is placing orders, and it is for 'Bernice' coal at \$9.50 a ton.

#### CONDITION OF LOCAL INDUSTRIES.

The *farmers* in the district are well into threshing operations, and the yield was stated to be quite up to expectations. There will be an abundance of produce of all kinds to market during the coming winter months, and the fact adds greatly to the hopeful feeling which pervades commercial circles.

There was no cessation of activity in *lumbering operations* during the month, and

the prospects for the future are indicated by the provisions made for taking out a largely increased supply of logs this winter. Shantymen are in demand, and wages are higher now than for years. Lumbermen are preparing to take out more square timber, proof of a growing export trade to European markets.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades were fairly busy during September in all branches. There was a rush in finishing houses to be occupied this fall. The strike of the plumbers and steamfitters which was in progress during the latter part of August came to an end early in September. The employers offered a uniform minimum wage of 25 cents an hour, instead of 25½ cents as asked, the men to return to work and appoint a committee to negotiate further in reference to the shop regulations asked for. This seemed satisfactory to the majority of the strikers, and they went back to work. Nothing further has been done in the matter.

*Transport.*—The Street Railway Employees Protective Association has now a good membership. The association is for the present in charge of officers from the Allied Trades and Labour Association.

*Miscellaneous.*—The Barbers' Protective Association inaugurated during the month a scale which raised the price of hair cutting from 15 cents to 25 cents. During September, however, nearly all the small shops broke the agreement and returned to the old scale.

*Printing and allied trades.*—The printing trades are all busy. The International Bookbinders' Union, at its first meeting in September, again reduced the initiation fee from \$10 to \$2.50, as an inducement to the members of the National Bookbinders' Union to enter their ranks.

#### DISTRICT NOTES.

A tailors' union is in progress of organization at Renfrew, Ont.

## KINGSTON, ONT., AND DISTRICT.

*Mr. W. Kelly, Correspondent*, reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

Labour, with few exceptions, has been fully employed during September, though not quite to the same extent as during the month previous. The slight falling off has not been as large as at the corresponding period last year, and is attributable to the season of the year. The opportunities for employment are exceptional, everything considered. Some of the building operators are rushed, trying to complete contracts on time. Many contractors are preparing to continue work through the winter. Commerce, transportation, bank clearings, &c., have been active during the month. The wholesale and retail dealers especially report a good month's trade, more particularly at the latter end of the month. There have been no changes in hours or rates of wages since last month. The month has also been satisfactory in respect to strikes, there being no new disturbance to report.

## CONDITION OF LOCAL INDUSTRIES.

*Farmers* are busy threshing, &c., and for the most part report heavy yields of grain. In some few cases the potato crop has been ruined by rot.

*Fishing* is fairly active.

*Lumbering* is quite active, and preparations are being made for the next winter's work.

*Manufacturers* report splendid business.

*Mining* continues active. New deposits of galena, zinc, &c., have been found recently in the county of Frontenac.

## CONDITION OF PARTICULAR TRADES.

*Building trades*.—Workmen in the building trades are as yet nearly all employed.

*Metal, engineering and shipbuilding trades*.—Plenty of work is reported.

*Woodworking and furnishing trades*.—Great activity prevails in nearly all lines, woodworkers and upholsterers being particularly busy.

*Printing and allied trades*.—Printers report a slight falling off from the previous month, but better conditions than the corresponding period last year.

*Clothing trades*.—A good fall trade is reported.

*Food and tobacco preparation*.—Bakers, confectioners, cigarmakers, &c., report fair business.

*Leather trades*.—Leather workers report improving business, and a good outlook for the winter.

*Miscellaneous*.—Barbers, furriers, hotel, restaurant and laundry workers report a good month's business.

*Unskilled labour*.—There has been a slight falling off in the demand for unskilled labour.

## BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent*, reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during September remained about the same as during the month preceding. In the building trades, contractors are rushing work through before the cold weather comes on. The month has been a busy one, and there are few idle men in any class of employment. There has been an exodus of men for the lumber camps this year, where wages are better than last year, the men receiving from \$28 to \$35 per month and board. Banks report a big month's business, though with merchants there has been a slight falling off in trade, owing to the warm weather. There have been no strikes or lock-outs during the month, and the relations between employers and employees are of a satisfactory character.

## CONDITION OF LOCAL INDUSTRIES.

There is a great deal of activity among farmers at present, many being engaged in

threshing. The return of agricultural products for the year in Hastings county will be ahead of last year, with the exception of potatoes, which throughout the county are almost a total failure. In a week during the month the price was raised from 50 cents to \$1 for a bag of ninety pounds.

The *fishing industry* during the month enjoyed satisfactory conditions. Large catches were reported, and big shipments made to Buffalo, N.Y. The government car was here during the month to take bass fry from the hatchery at Point Ann to be deposited in many parts of the Dominion.

*Mining* for gold and arsenic in North Hastings is reported to be in a healthy condition. Some new iron ore properties are to be opened up shortly.

The various local *manufacturing industries* have plenty of work on hand. A company of Ohio capitalists have a thirty days' option on the rolling mills. Should it decide to operate the plant, many men will find employment here.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons, carpenters and joiners are busy and working full time. Lathers and plasterers are very busy. Painters and decorators have all the work they can do. Plumbers, gas and steamfitters report a good month. Builders' labourers are having all the employment they can attend to.

*Metal and engineering trades.*—Iron moulders are busy at present. Blacksmiths report a good month. Tinsmiths report a very busy month. Many new hands are being employed for the fall work of putting up stoves.

*Printing and allied trades.*—Printers and pressmen report a good month.

*Clothing trades.*—Tailors report a busy month, with good prospects ahead.

*Food and tobacco preparation.*—The cigar trade in this locality is growing. The McGowan Company, of Kingston, is removing its plant to this city. Butchers report

a fair month's business. Bakers and confectioners report a good month's business.

*Miscellaneous.*—Barbers report a good month, with substantial increases in receipts. Coal dealers are busy filling orders, and coal is selling here for \$7 a ton.

#### TORONTO, ONT., AND DISTRICT.

*Mr. Phillips Thompson, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour continues prosperous, and workers of nearly all kinds are actively employed, with excellent prospects for a busy winter season. Manufacturing in all departments is brisk, and many new factories are being built. The relations between employers and employees are generally satisfactory, with some noteworthy exceptions. Wages having been readjusted in the leading branches of industry to meet the increased expenses of living, there is, generally, less friction than prevailed at the outset of the season.

Labour Day (September 1) was duly celebrated by a procession of the labour organizations, numbering nearly 5,000 men, who marched from the Queen's Park, by way of the principal business streets, to the Exhibition grounds. The weather was propitious, and the occasion passed off very successfully.

The strike of the carpet weavers employed by the Toronto Carpet Manufacturing Co. was declared off on the 19th inst., those of the strikers who had not found employment elsewhere returning to work on the 20th. About 150 of those who went out have gone to Philadelphia and obtained work in the carpet factories there. The strikers returned unconditionally, but the regulation requiring employees to ring up the time on quitting work, which caused the trouble, has not since been enforced. The Textile Workers' Union established at the time of the strike is still maintained.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades continue active, all classes of mechanics

and labourers engaged finding a good demand for their labour. There are few unemployed, with the exception of those affected by the strike ordered by the Federated Building Trades Council of the men employed by Frank Armstrong, contractor, about sixty of whom, representing nearly all branches, went out on the 25th on the ground that the contractor discriminated against union labour. Of late years there has been a tendency to continue the work of building late into the winter, affording steadier employment to men than formerly. As the demand for houses and business buildings is considerable, a busy fall season is assured. Plumbers and steamfitters are particularly busy, with considerable work ahead. The rules of the union prohibit overtime work except in special cases of emergency.

*Metal and engineering trades.*—The metal trades are in a highly satisfactory condition. Moulders, machinists, blacksmiths and boilermakers report their members well employed. Structural iron workers find plenty of work, owing to the increasing demand for iron work for building purposes. Sheet metal workers find steady work, and membership in the union is increasing rapidly, recent accessions bringing the number up to 210. Jewellers and silver-smiths are well employed, with the exception of about seventy men in the establishment of P. W. Ellis & Co. and the A. E. Burgess Company, who are striking for a reduction of the number of hours per week to 49. Several establishments have conceded the demand and in other cases no decision has been arrived at. The importance of this branch of industry has greatly increased latterly and the output is much larger than of late years. The manufacturers have now entered upon the busy season and have extensive orders to fill.

*Metal and engineering trades.*—The Blacksmiths' Union has decided to admit blacksmiths' helpers to their organization, instead of having them organized separately.

*Woodworking and furnishing trades.*—Woodworkers in all branches are busy, with but few looking for work. The piano trade continues active. Pattern makers report a prosperous month.

*Printing and allied trades.*—Printers are fairly employed, but work in some shops is a little slack. Stereotypers and electrotypers report steady work.

*Clothing trades.*—The change of seasons has made work plentiful for custom tailors, who have had a busy month.

*Food and tobacco preparation.*—The cigarmakers report labour in good demand and a noticeable influx of those engaged in this industry.

*Leather trades.*—Leather workers have had a good season and are particularly well employed. The number of those engaged in this line is increasing by arrivals from other places.

*Transport.*—Railway employees of all grades are actively employed, owing to the great volume of railway traffic. Teamsters are much in demand. Dealers in coal and wood find it difficult to find enough teams for delivering purposes, so great has been the demand for soft coal and cordwood, owing to the shortage of anthracite.

*Unskilled labour.*—The laying of a number of asphalt pavements on the streets has afforded work to a large number of labourers. Some difficulty was experienced in obtaining men for the work.

#### DISTRICT NOTES.

*Markham.*—The woollen mills are at present closed down, while extensive additions are being made.

*Toronto Junction.*—The brickmakers have organized a union in connection with the American Federation of Labour. There are about one hundred men employed in this trade, of whom fifty have already joined the union. The works of the Humber Power and Light Company, which is to supply the town, are well advanced. The

power is completed and the large dynamo in position. It is expected that some lights will be in operation in a few days.

HAMILTON, ONT., AND DISTRICT.

*Mr. Samuel Landers, Correspondent, reports as follows:—*

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market is in a thoroughly satisfactory condition at the end of September, and has been so throughout the entire month. The demand for workers in several lines cannot be supplied, and the advertising columns of the daily press is filled with calls for help, male and female, of all classes.

The Deering Harvester Company, which recently began the instituting of its plant here, has found it necessary to add two large buildings to the plans at first contemplated. This action is caused by the amalgamation of several harvester companies. The ground covered is forty-two acres, and it is said by the representatives of the company that from 1,000 to 1,200 hands will be necessary to carry on the work. In the meantime the company's building operations are giving employment directly and indirectly to several hundred men. The Westinghouse Air Brake Company has also begun to clear the fourteen acres secured by them for its new factory for the manufacture of electric machinery. It is said when the factories are finished the company will employ between 1,000 and 1,200 employees. The M. Brennen & Sons' Manufacturing Company has decided to rebuild on the old site. The company will continue the manufacture of sashes, doors and frames. During the month the business of the Fowler's Canadian Company, butchers and pork packers, was taken over by Swift & Co., of Chicago. The new company will erect a new plant of large dimensions, and will use Hamilton as the manufacturing and distributing point for the company's Canadian business. The local stock yards have proved a success, and are paying a dividend to the shareholders. It

is announced that the local silver-plated-ware company has passed into the control of the United States Silver Corporation of New Jersey, who have obtained the entire control of the International Silver Company, of which the local factory is a branch. A new company has been formed with a paid-up capital stock of \$50,000, and is now applying for a charter to take over the furniture business of the London Furniture Company, of Hamilton. Three of the largest furniture manufacturers are interested. The Grand Trunk Railway Company has decided to remove its entire freight receiving and distribution sheds to the centre of the city.

The following are the inland revenue returns for the month:—

Tobacco, ex-factory.. . . . .	\$ 7,143 80
Tobacco, ex-warehouse .. . . .	16,479 12
Cigars, ex-factory.. . . . .	1,620 90
Malt, ex-warehouse.. . . . .	5,075 64
Cigars " .. . . . .	3,867 48
Spirits " .. . . . .	14,299 99
Bonded manufactures.. . . . .	687 31
Methylated spirits .. . . . .	176 07
Raw leaf tobacco.... ..	10,548 00
Officers' salaries in bonded manufactures.. . . . .	75 00
Other revenue .. . . . .	102 77
Total.. . . . .	\$65,076 08
Total, corresponding period of 1901..	\$63,400 07

Fuel in the city, as elsewhere, has increased considerably in price at the close of the month; coal is \$10 per ton, with a prospect of rising to \$12 within a week. Gas-house coke has advanced from 10 cents to 20 cents per bushel. Wood has also further advanced to \$8 per cord, cut in three lengths. The local markets at close of month are as follows:—Fruit: best peaches, average 25 cents for 12 quart basket; apples, 20 cents; grapes, 20 cents 10 pound basket; pears, 30 cents; tomatoes, 25 cents; potatoes, 75 cents per bag. Meats: beef, best, 6¼ to 6½ cents a pound by carcase; poorer qualities, 4 to 6 cents; lamb, 7 to 8 cents; veal, 6 to 8 cents; mutton, 5 to 6 cents; pork, \$8.50 to \$8.75 per 100 pounds; live hogs, \$6.75; eggs, 20 cents per dozen; butter, 18 cents per pound; oats, 29 and 30 cents per bushel; wheat, 67 cents; barley, 40 to 45 cents; rye, 50 cents; hay, \$10 to \$12 per ton; straw, \$5 to \$6 per ton.

During the month a communication from the Trades and Labour Council requesting that in any franchise granted by the corporation a clause be inserted providing for compulsory arbitration, was tabled.

There is great activity in wholesale and retail trade, as a result of the introduction of the several new industries.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture.*—The fall fairs have been well patronized, and show a prosperous season. Shipments of fruit from this section were very large during the month.

*Manufacturing* is exceedingly brisk at close of month in the clothing, iron and furniture industries.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades, owing to the several new industries, school and private dwellings in the course of construction, are very busy. Bricklayers are exceptionally busy, as most of the buildings are within the fire limits and are being built of brick, 400,000 alone being used on the new school. Carpenters of all classes, inside and outside, are busy, as are also plumbers, steamfitters, &c. The painting trades are very fair. Builders' labourers are also well employed.

*Metal, engineering and shipbuilding trades.*—Iron moulders on all classes of plate and machinery work are busy. Machinists are enjoying their share of the busy season. Electrical workers are very busy. Arbitration proceedings between one of the local companies and their employees is just completed. Metal polishers, buffers and platers and brass workers are fairly busy. One local factory was considerably inconvenienced by fire, but little loss of work to the men resulted. Stove mounters are also very busy. Sheet metal workers' work is picking up with the opening of the fall season. Horseshoers are enjoying a fairly good season.

*Woodworking and furnishing trades.*—Woodworkers in the sash and door factor-

ies and in the furniture trades are fairly well employed.

*Printing and allied trades.*—The printing trades, job and news, &c., are in good condition; all men are fairly well employed at good wages. The same can also be said of stereotypers.

*Clothing trades.*—The custom tailoring trade is much better than the previous month, owing to the rush of fall business. Among the garment workers the season has been good, and during the present month there has been a rush of orders from all parts, which has kept the operators very busy. Help is difficult to secure on the manufacturing of garments.

*Food and tobacco preparation.*—Cigar-makers are very busy, and all men are well employed. Tobacco workers have also had a very good month.

*Miscellaneous.*—Barbers have had their usual month's business. Broom makers are fairly busy. Laundry workers in the different steam laundries are very busy, and fair wages are paid; nearly all the help employed is female.

*Transport.*—Railroading generally is as usual fairly busy at good wages. Longshoremen have been very slack in consequence of no coal or ore arriving. Street railway employees are fairly well employed.

*Unskilled labour.*—Hundreds of men, skilled and unskilled, are employed by the city engineer's department in the construction of cement sidewalks, of which many miles are being laid this season.

#### DISTRICT NOTES.

*St. Catharines.*—Work in this city has been generally good in the different trades and callings. On the 29th of the month, fifty men employed as moulders in the sash and metal works went out on strike for a nine-hour day and a stated wage; previous to this they were working on piece work. The coopers in the employ of the Hedley Shaw Milling Company asked and received an increase of wages about the middle of the month.

*Niagara Falls.*—Skilled and unskilled labour is very busy here at present. Many men are employed in the construction work of the new power companies. The local building trades are all fairly well employed, including bricklayers and carpenters.

*Thorold.*—The coopers employed at the Hedley Shaw Milling Company received an increase in wages.

## BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

The conditions of the labour market during the entire month were favourable. With a few exceptions, there has been employment for all skilled labour, and the demand for unskilled labour was steady. It is reported that one hundred and fifty labourers can find employment here at the end of the month. The Grand Valley Electric Railway Company alone require one hundred more men. Very little overtime was worked, in comparison with the three preceding months, owing to the exceptionally busy season in several of the factories being over. In the agricultural implement factories and at the engine works, employment has been steady. The Farmers' Binder Twine Company was forced to advertise for operatives to commence the season's work; and the Farmers' Cordage Company has introduced a by-law to increase the capital stock of the company to the extent of \$25,000. Several disastrous fires occurred during the month, the entire plant of the Snowdrift Baking Powder Company and a part of George Watt & Son's wholesale house being destroyed, at a loss of \$100,000. About twenty-five employees were thrown out of employment. An agreement between the *Expositor* Printing Company and the Typographical Union No. 378 has been signed, increasing the wages of the printers 12½ per cent, after January 1 next. The rates for overtime were doubled.

### CONDITION OF LOCAL INDUSTRIES.

Farmers are busy with fall work and threshing, the rain which fell during the latter part of the month being badly needed. Fruit-growers have had a very busy month.

The extensive improvements on this section of the T. H. & B. Railway are being pushed to completion. On the Grand Trunk 'cut off,' also, work is progressing as rapidly as the scarcity of labourers will allow, and on the Grand Valley Electric Railway every available man is employed.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—For bricklayers, masons, carpenters and plasterers there has been a fair supply of work, though wet weather during the latter part of the month interfered with outside operations. Painters and decorators have had steady employment. Plumbers, gas and steamfitters have had a very satisfactory month.

*Metal and engineering trades.*—Iron and brass moulders have been fully employed. Coremakers have been rushed during the month. For machinists and engineers there has been steady employment. Electrical workers are busy improving the lighting system of several of the large factories. Metal polishers, buffers and platers have all had steady employment. Stove-mounters have experienced a very busy month, and for machinery, carriage and general blacksmiths this has been a very satisfactory month. Boilermakers have been rushed with work.

*Woodworking and furnishing trades.*—Carriage and wagon makers are at present very busy, and additional competent men are required. Pattern makers and millwrights, particularly the latter, have been unusually busy.

*Textile trades.*—In the mills, weavers and spinners and all mill operatives have worked full time.

*Printing and allied trades.*—Printers and pressmen report plenty of work.

*Clothing trades.*—Tailors report a fair month. Cooler weather would improve trade.

*Food and tobacco preparation.*—Bakers and confectioners report steady employment. Cigarmakers report a good month ; in some instances there was a scarcity of fillers.

*Miscellaneous.*—Barbers, clerks and stenographers report no demand for extra labour. There is a scarcity of domestics at good wages. Laundry workers report a fair month.

*Transport.*—There has been a demand for delivery employees. Street railway employees have been fully occupied. Teamsters, carters and expressmen, particularly the former, have been very busy.

*Unskilled labour.*—There has been a steady demand, and 150 more men can find employment.

#### DISTRICT NOTES.

*Paris.*—Local industries are in a flourishing condition ; there is a demand for unskilled labour.

*St. George.*—There is a demand for machinists and moulders.

#### GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been exceptionally well employed during the past month. While there has been a little slackness in some lines, as a whole there has been very steady employment, with a good demand for men. There has also been a certain amount of unrest caused by the strike of the iron moulders and other unions for better rates of wages. The scarcity of labour, as evidenced by the fact that construction work on the new sewerage system was held back owing to the lack of men, has also tended to a feeling of uneasiness. Fall trade is opening out well, and the general tone of business is very hopeful, owing chiefly to the fine harvest

and the high price of live stock. The general tendency of the labour market is towards a slightly higher rate of wages.

##### CONDITION OF LOCAL INDUSTRIES.

The harvest which is now gathered, with the exception of the apple and the root crops, has been a most bountiful one in this district. Roots and apples will also be a splendid crop. Threshing is now in progress. There is difficulty in getting sufficient men to run the machines, owing to the large number who have gone to the North-west.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have had a fair month. Some large work has not been let owing to the tenders being too high. The season, however, will be above the average. Carpenters and joiners have also had a fair month, with considerable repairing work in progress. Painters have been busy. Plumbers report business good and expectations of a rush of work when the new sewerage system gets further under way. Builders' labourers are busy. In some cases bricklayers have carried their own brick, owing to the scarcity of men.

*Metal and engineering trades.*—Iron moulders are all employed, and there is a demand for men. During the month a strike occurred in a large jobbing shop on the demand on the part of the men that the minimum rate of wages be raised from \$2.25 to \$2.50 per day. The matter was referred to an arbitration board of equal numbers from the National Foundrymen's Association and from the Iron Moulders' Union of America. On the arbitration court failing to come to a decision, about forty men went out on strike, and after being out about two weeks, the firm acceded to the demand for the increase, with the proviso that if a piece-work rate is put in in future it shall be acceptable to the men. At the time that negotiations for the settlement of the first strike were in progress some patterns were taken to another foundry, and on the men there refusing to work

on them, they were locked out. Twenty-three men were affected, but it was settled by the men being called back when the other strike was terminated.

*Woodworking and furnishing trades.*—Woodworkers have had a good month. Piano men and planing mill men have been working night work, but organ men have only been fairly well employed. Upholsters are busy, and there is a demand for men. Carriage workers are slack, this being an off season of the year. Coopers are now very busy on both flour and apple barrels.

*Printing and allied trades.*—Printers report trade good. A new scale of wages is being negotiated at present.

*Clothing trades.*—With tailors the fall season is opening out well, and all are busy. A new bill of prices has been signed by six out of seven employers affecting extras on coat making. For coat makers, however, the bill will mean about the same, but an increase of from  $12\frac{1}{2}$  to 15 per cent will be paid to pant and vest makers. During the negotiations the tailors held a day-time meeting, which led to an erroneous report that a strike had been called.

*Food and tobacco preparation.*—The committee of the Trades and Labour Council who have been investigating the prices of bread and meat, have reported that bread was higher in price here than in other cities, and that meat has lately come down a little in price. Cigarmakers have had a poor month. Brewery workers have had only a fair month.

*Unskilled labour.*—The demand for labourers caused by construction work on the sewerage system under way, is greater than the supply. Some Italians have been brought in to meet the scarcity of men.

#### FORMATION OF LABOUR ORGANIZATIONS.

Brotherhood of Carpenters and Joiners Local, No. 663, Guelph, was organized with Geo. A. Daniels, president, and Geo. A. Scroggie, treasurer and corresponding secretary. At Galt, shoe workers and sawsmiths organized during the month.

#### DISTRICT NOTES.

*Berlin.*—Work on the new sugar beet factory here is about completed, and a formal opening will soon take place. The plant is capable of handling 5,000 acres of beets, which are now in the ground in this locality.

#### STRATFORD, ONT., AND DISTRICT.

*Mr. W. H. Westbrook, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this city and district during September compares very favourably with the earlier months of the season. All classes of labour have been well employed. Very few changes have taken place in the rates of wages paid, or number of hours worked per week, and while there is no great demand for extra help, bricklayers, masons, carpenters and labourers are reasonably sure of employment for the remaining months of the building season. Girls are in demand just at present at the Apple Evaporator Works, at wages of from 50 cents to \$1 per day of ten hours. A London biscuit company is also advertising in the local papers for fifty girls.

##### CONDITION OF LOCAL INDUSTRIES.

The farmers of this district are well satisfied with the season's operations. Good prices are being realized upon produce, and the favourable weather has enabled them to get their fall ploughing well under way.

All factories are working full time, with most encouraging reports as to the prospects for the next few months.

The coal strike has caused a boom in the peat fuel industry of this locality, many being obliged to use peat on account of the scarcity of hard coal.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are all well employed, and carpenters report plenty of work at wages from 15 to 18 cents per hour; no plasterers are out of

work. The printing, decorating and paper-hanging trade is improving. Plumbers, gas and steam fitters are busy, while builders' labourers have plenty of work.

*Metal and engineering trades.*—Iron moulders are all at work, at wages of about 20 cents per hour. Machinists are all employed, with prospects good. Blacksmiths have plenty of work on hand. Boiler-makers report none out of work here.

*Woodworking and furnishing trades.*—All employed in the furnishing trades are very busy, with encouraging prospects for a good winter's work. Coopers are very busy.

*Printing and allied trades.*—Printers report having had a good month. Bookbinders are busy.

*Clothing trades.*—Trade is improving in the ordered clothing line. Journeymen tailors and garment workers report trade as being very good.

*Food and tobacco preparation.*—Bakers and confectioners, butchers and meat cutters report trade as fair. Cigarmakers are all employed at union rates of wages.

*Transport.*—All men employed in the transportation departments of the Grand Trunk Railway have had a good month's work. Cab drivers, hackmen, carters, draymen, teamsters and expressmen are very busy.

*Unskilled labour.*—There is plenty of work for this class of labour.

#### DISTRICT NOTES.

*Harriston.*—The furniture trade is flourishing, carvers, cabinet makers and polishers being in demand.

*Clinton.*—Stonemasons and bricklayers are wanted for work on the new post office.

*Shakespeare.*—Coopers are in demand.

*St. Mary's.*—All industries in this town are in good condition. Tailors are in demand at union rates of wages.

## LONDON, ONT., AND DISTRICT.

*Mr. Alexander Woonton, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Trade conditions throughout September continue satisfactory, and compare favourably with the preceding month, being also better than the same month last year. The Western Fair, held during the month, was most successful and contributed a considerable impetus to all lines of business. The retail stores report an extra good month, owing partly to the number of visitors to the Western Fair. In civic work, such as roads, the making of cement sidewalks, &c., a scarcity of labourers and also of teams has been noticed during the month. About twelve miles of cement sidewalks have been laid this year, but this work is about finished for the season. About sixty miles of London's streets are now laid with cement sidewalks. In the building trades, over 75 permits have been taken for new buildings during the year. The McClary Company's new foundry is being rushed along at a rapid rate, and they will soon commence on their new building for stove-mounting, which will be 200 x 80 feet, and built of concrete and cement, the first of the kind in this city. The addition to the McCormack Biscuit Works is nearing completion.

#### CONDITION OF LOCAL INDUSTRIES.

The harvest in this district this year is far above the average, and the threshing has proven the yield to be exceptionally good for all sorts of grain. The potatoes are reported to be rotting in some localities, owing to the wet weather.

Almost all the manufacturing concerns have enlarged their premises during the past summer, and there are very few of them who are not employing more men than at this time last year.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are all working and expect the fall to

be a good one. Carpenters are very busy, with prospects good. Plasterers and lathers have enough work ahead to keep them going until Christmas. Painters and paper-hangers report trade fair. Plumbers and steamfitters are very busy. Builders' labourers report a good month and all hands working.

*Metal and engineering trades.*—Iron moulders are exceptionally busy. The moulders at Leonard's foundry during the month asked for a raise from \$2 to \$2.25 per day, but the request was not granted. Electrical workers had a rush of work in the early part of the month in connection with the lighting for the Western Fair, but it has slackened off since. Metal polishers, brass workers, stove-mounters and boiler-makers report trade as good. Bolt and hinge workers are very busy, some overtime being done.

*Woodworking and furnishing trades.*—Carriage and wagon workers report trade fair. At the Grand Trunk Car Works the men are exceptionally busy, an order for 800 flat cars being the cause. Some of the departments are working overtime. Lights are to be put into the works, when it is likely more overtime will be put in. Coopers are busy.

*Printing and allied trades.*—In the printing trades business is good. The city printing was given out during the month to the London Printing Company. The *Free Press* have installed a new modern news press.

*Clothing trades.*—Journeymen tailors are very busy, all available hands working, and overtime being done. Garment workers report trade as good.

*Food and tobacco preparation.*—Bakers were very busy in the early part of the month, in consequence of the number of visitors to the fair, making an extra supply of bread necessary. Cigarmaking is in a flourishing condition. The London Cigar Company went out of business during the month, but their employees easily found situations in other shops.

*Leather trades.*—At Hyman's tannery several new buildings are being erected to meet the requirements of the trade, and will take the greater part of the winter to complete. When finished, double the number of hands will be employed.

*Miscellaneous.*—Broom makers report trade as good. Brushmakers are very slack at present.

*Transport.*—Delivery employees in the local business are not required as in other years, as there is very little coal in town. The prices asked at the end of the month were: Hard coal, \$9 per ton; hardwood, \$7.50 per cord, and soft wood, \$5.50. With the railroad employees conditions vary very little from one month to the other, about the same number of hands being employed at all times.

#### ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market continues favourable, labour being generally well employed, with a good demand for unskilled workers and a limited demand for skilled workers. Industrial activity will receive an impetus in the opening of the new broom, brush and woodware factory, which is to commence manufacturing at the end of the month with a partial staff, which will be increased as fast as the plant can be completed. Transportation in through freight is picking up on all lines passing through this point. Business activity is in advance of last month, especially in clothing and millinery. The handling of the fruit crop has given employment to a number of hands. Rates of wages show a slightly upward tendency. Unskilled labourers on municipal work have been advanced from 15 to 17½ cents per hour, and work is progressing slowly, owing to a scarcity of labourers. Some macadamizing work is being postponed on this account. The M.C.R. Co. have also voluntarily ad-

vanced the rate of wages of a number of machinists from 1 to 1½ cents per hour, making 24 cents per hour the general rate throughout the entire machine and boiler shops. The bulk of the men were raised to the above rate by virtue of an agreement some time ago, the latter voluntary raise being to preserve uniformity. Coal has advanced from \$7 to \$8 per ton during the past month, and the local supply is very limited.

#### CONDITION OF LOCAL INDUSTRIES.

*Manufacturing* is active in all local industries. Flour milling is more active than last month; the Erie mills are now grinding 24 hours per day. Foundry work continues very busy; overtime has been worked in the general foundry during the entire summer. The handle factory, which has been working overtime during the summer, has resumed the regular ten hours' run, but is very busy.

The railway traffic departments are busy, and a few new crews are being organized.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, plasterers, plumbers and stonecutters are busy. Some delay is being caused in the progress of building owing to difficulty in getting steel beams, pillars, &c. Painters and paper-hangers are slacker this month, and some men in this line are unemployed.

*Printing and allied trades* continue very active.

*Clothing trades.*—The tailoring trade is busier than last month, normal conditions prevailing.

*Food and tobacco preparation.*—Bakers and confectioners report a steady trade. Cigarmakers are busy.

*Transport.*—Street railway employees are out of employment for the present, the Street Railway Company having suspended service on September 12. The company receives its power from the St. Thomas Gas Company, and being in arrears, the Gas

Company shut off the power and consequently prevented the operation of the road. The city has a first mortgage on the road for \$50,000, having guaranteed the bonds of the company for that amount, and is investigating ways and means of overcoming the difficulty and getting the service renewed. Nothing definite has been announced up to the end of the month, though the taking over of the system by the municipality has been much discussed.

#### CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continue as favourable as during August, there being but little change in the condition of industry or business. The building trades continue fairly active, and all local factories are busy, the supply of skilled labour being equal to the demand, while unskilled labour is somewhat scarce. The Draden Cooperage was burned down two weeks ago throwing some thirty hands temporarily out of work. The firm was rushed with orders at the time. As, however, another shop was provided and fitted out immediately, little time was lost by the men. The demand for apple barrels being so great, the price for making was raised from 4 to 7 cents apiece, this being the only change in wages reported during the month. A slight difficulty arose early in the month between the employing tailors and their hands, but the matter was soon settled satisfactorily to all parties.

#### CONDITION OF LOCAL INDUSTRIES.

A great many men are employed in picking and packing apples for shipment, a large crop of this fruit being raised this year. The evaporating factories are consuming large quantities of fruit of all kinds.

*Transportation* continues active, owing to large shipments of agricultural and manufactured products.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons, carpenters, lathers, plasterers, plumbers, gas and steamfitters, stonecutters and builders' labourers have plenty of work.

*Metal and engineering trades.*—Iron moulders, coremakers, electrical workers and linemen are all busy.

*Woodworking and furnishing trades.*—Carriage and wagon makers, and coopers are rushed with work.

*Printing and allied trades.*—Printers and pressmen have plenty of work.

*Clothing trades.*—Journeyman tailors are all fully employed.

*Food and tobacco preparation.*—Bakers and confectioners are all busy. Cigarmakers and tobacco workers report trade quiet.

*Transport.*—Cab drivers, hackmen, carters and draymen have plenty to do.

*Unskilled labour* is in demand at good wages.

## DISTRICT NOTES.

*Wallaceburg.*—The glass factory has started operations again after the usual shut down during July and August, an increased number of hands being employed. The beet-sugar factory is now nearly completed, and so great is the demand for labour that not enough men can be hired to do the work.

## WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

This city and district have just passed through another month in which labour generally has been employed to its utmost capacity. There has not been a trade that has not been very active. More especially has this been true of the building trades, where prospects are good for work till the snow flies, owing to the large number of buildings under way and contracted for. The Windsor Salt Company is building an-

other large addition to its works in order to manufacture its own barrels and boxes. Large quantities of lumber and cedar posts are being brought in, giving plenty of work to the longshoremen. Wholesale and retail trade is fairly active. The Tailors' Union during the month presented a petition asking that a ten per cent increase be granted in wages, that no work be done outside of the shops, and that none but members of the union be employed. Every shop in the city agreed to the above.

## CONDITION OF LOCAL INDUSTRIES.

*Farmers* have about finished harvesting in this section. Grain crops have not turned out very well, on account of the wet weather, but fruit is abundant. On the whole, a fair agricultural return is expected.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Masons, carpenters and joiners have all the work they can do, and plumbers and gas and steamfitters are also fully employed.

*Metal and engineering trades.*—Electrical workers and linemen are very busy. Blacksmiths have all they can do.

*Printing and allied trades.*—The printers are all busy.

*Food and tobacco preparation.*—The cigarmaking trade is in a flourishing condition at present, and all cigarmakers are busy.

*Miscellaneous.*—Broom makers report plenty of work.

*Transport.*—Railway employment has increased somewhat during the past month. Passenger and freight traffic have been very heavy, and several additional crews have been put on to handle it.

*Unskilled labour* is fully employed, chiefly on civic work.

## WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The bright outlook reported last month in trade and industry continues, with an accentuated demand for harvest labour. Favourable weather for handling the crops has been experienced, with the exception of a few showers and heavy local winds, which have not materially affected operations. The fine weather at the commencement of September enabled the farmers to complete their cutting, especially in Manitoba and the district to the immediate west. Threshing followed and was almost general by the middle of the month. The supply of labour has at no time during the harvest been equal to the demand, but it is satisfactory to those who have been unable to get sufficient help to have enjoyed such favourable weather. It is estimated that already over 6,000,000 bushels of wheat have been marketed. All of this has graded No. 1 hard. What rain there has been does not appear to have affected the grain. The rapid marketing of such large quantities of grain has naturally also taxed the capacity of the transportation companies, and the elevators at several points have reported that all storage capacity was exhausted. Such a condition of affairs makes a very large demand on the available labour supply. Next to the extreme activity of the agriculturists, the industry feeling the effect of the general prosperity is the building trades. Winter is approaching, and many large buildings are far from being in readiness to receive the roof and thus provide covering necessary for the prosecution of inside work. Contractors are meeting the incoming trains to secure the help they are in need of. The expansion of banking facilities still proceeds, and daily the opening of new points of chartered banks is being reported. Another indication of great commercial activity is the increased general traffic of the railroad and express companies. Eastern jobbers and manufacturers are busily exploiting the western market. Their agents are so numerous in Winnipeg at the present time that many are unable to procure sample rooms for the exhi-

bition of their wares. One or two slight advances in wages have been reported, but no general movement. If the wage-earner benefits at all as a result of the harvest and the consequent commercial activity, it will probably not be so much in the way of increased rates of pay as in having more regular employment. Last month may be said to have been one of industrial tranquillity.

## CONDITION OF LOCAL INDUSTRIES.

Preparations are already being made to replenish the supply of lumber, which has been diminished to an extraordinary extent. Large importations are being made, and prices are rising.

*Railroad construction* is limited by the number of workmen available at the prevailing rates of pay. Employment agents are endeavouring to get men and have been doing so for some months, but the dearth of labour does not appear to have enhanced wages.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—All trades associated with building are employed to full capacity. The building inspector has issued permits for constructions involving an expenditure of over \$2,000,000. The usual amount of building this year will be exceeded next year, according to present indications. The extension of a transfer track along the lane between Adelaide and Princess streets will result in several large new warehouses being erected with shipping facilities on the track.

*Metal, engineering and shipbuilding trades.*—The metal trades, and also the woodworking trades, especially the latter, depend almost entirely on the amount of building being done, and are consequently extremely busy. The moulders, machinists and other trades connected with the railroad shops are all busy.

*Printing and allied trades.*—Printers are all busy, and rulers and bookbinders are exceptionally so.

*Clothing trades.*—Journeymen tailors all report plenty of work available. Fall

trade is commencing a little earlier than usual this year.

*Food and tobacco preparation.*—Cigar-makers continue to be fully employed.

*Leather trades.*—In the leather trade a demand for certain classes of factory hands exists, principally stitchers.

*Miscellaneous.*—Miscellaneous labour, like all other at the present time, is in demand.

*Transport.*—Railroad hands are all employed, and at this season of the year the staffs of all concerned in transportation are taxed to their full capacity.

## BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

Brandon district, as well as nearly the whole of the Canadian West, during September enjoyed an unexampled period of prosperity, due to the splendid harvest prospects and the excellent crop weather. It is anticipated by business men that while last year was a record one, the year 1902, with continued fine weather, will greatly exceed it and will direct the attention of the business world as never before to the Canadian West. The wheat estimate for the season is sixty million bushels. The demand for farm hands is very great, as high as \$3 per day with board being offered in some districts, though the average wage is \$2.50 per day with board. Exceptional activity is evidenced in the building trades, and with machinists and stonecutters, who are working overtime. There is some activity also in local or civic improvements. Both the C.P.R. and the C.N.R. companies are doing a very heavy business. Wholesale and retail merchants also report trade good, and the implement and agricultural machine agents are doing a splendid business. It is estimated that over two thousand threshing machines will be in operation throughout Manitoba this season. Difficulty is anticipated in the securing of

a sufficient number of men to complete the gangs.

### CONDITION OF LOCAL INDUSTRIES.

The immense harvest of last year has been repeated by an even greater crop this season, which has been saved thus far in perfect condition. The greater portion of the grain, it is anticipated, will class as No. 1 hard. At the end of September almost all the wheat has been harvested, covering an immense area of country. It has always been a theory that if the West could secure two consecutive heavy crops, the resulting development of the country would be very considerable. It is thought that there will be some difficulty in getting sufficient binder twine to meet the demands of the situation. This season it is taking, on an average, three pounds of binder twine to the acre, and the sheaves are in every instance clean grain. Although the dealers have succeeded in getting more shipments into the country, yet this, with the output of the Brandon Twine Company, seems still to be unequal to the expected demand.

Considerable difficulty is experienced in getting sufficient lumber to meet the demand of the building trade in this city.

*Railroads* are complying with every request of the farmer in having loading platforms built, the value of which will be demonstrated this season. Under the new rule, farmers who wish to load direct will have every facility for so doing. Over 200 new elevators have been built, making an increased storage capacity of 6,000,000 bushels.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Trade is generally reported very good. Stonecutters are doing an active business, working overtime. Builders' labourers are also busy.

*Metal and engineering trades.*—Machinists are working overtime. Blacksmiths report trade good, and boilermakers are busy and in demand. Jewellers and watchmakers report trade good.

*Printing and allied trades.*—Printers and pressmen are doing a good business.

*Clothing trades.*—Conditions are favourable.

*Food and tobacco preparation.*—There is a good demand for bakers and confectioners. Butchers and meat cutters are busy. Ice cutters and drivers are also busy. With cigarmakers and tobacco workers trade is good.

*Miscellaneous.*—Clerks and stenographers are doing a good business, though there are no openings in the city.

*Transport.*—All classes of railroad employees are fully employed.

*Unskilled labour.*—Never before has there been such demand for farm labour in the West. Although 9,000 excursionists came into the country, a considerable number of these found employment in the different branches of trade other than as harvest hands. There is accordingly an enormous demand still for farm help in the Canadian West.

#### DISTRICT NOTES.

An important land deal took place some time ago when the entire holdings of the Canadian Land and Colonization Company were purchased. These lands are situated along the Soo line, and are selling at \$12 per acre. Stockmen and ranchers have shipped a large quantity of stock to the East this year. Several train loads of young stockers from the East passed through this city some time ago on their way to the Territories.

#### NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. Geo. Hargreaves, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market during the past month remain unchanged, the men who left fishing securing work in other branches, and a large number of men being employed in preparing for the annual ex-

hibition held in this city. A demand is still made for bushmen at good wages. A new cigar factory has been started during the month. Business generally with local dealers is reported good. Vessels to load the salmon pack have arrived, and the transferring of the pack from the respective canneries made river work brisk. The price paid by the canneries since August 25 to September 15 was : Sockeye, 15 cents per fish ; Cohoe, 12½ cents ; from that date to end of season : Sockeye, 12½ cents per fish ; steel head fish, 50 cents each. A large number of men are still engaged, and are making good returns at fishing.

#### CONDITION OF LOCAL INDUSTRIES.

A very good crop, both as to quantity and quality, has been harvested, the weather conditions being all that could be desired.

The lumbering industry is active, a large export trade keeping all local mills running full time.

*Implement dealers* have experienced a busy time filling orders for the district.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report all members of the trade at work on jobbing, but with no prospects of any large contracts now being left, except for the new library. Carpenters are all busy, a number of residences being still under way. Lathers and plasterers are being kept busy, and with painters work is still plentiful.

*Metal, engineering and shipbuilding trades.*—Machinists, iron moulders and engineers are all employed, and prospects are good.

*Woodworking and furnishing trades.*—The new shops for the Electric Tramway Company are complete and will soon be in operation, giving employment to twenty or twenty-five men at the start. Shingle weavers still continue busy, a shortage of raw material being the only bad feature of the month.

*Printing and allied trades.*—Printers report work exceptionally good, the catalogues for the fall fairs being issued during the past month.

*Food and tobacco preparation.*—Cigar-makers report work conditions good, with good prospects.

*Transport.*—Trade with steamboat men on the river, both passengers and freight, is good. Street railway employees report all members of the trade as making full time, a number of new men now being employed to meet the demand of the increasing passenger and traffic trade.

*Unskilled labour.*—During the past month, the demand for unskilled help has not been so good, though no men need go idle. The city authorities are doing considerable street work, macadamising the business thoroughfares.

#### DISTRICT NOTES.

A large number of new buildings are going up, and there is good demand for skilled and unskilled labour. The new condensed milk factory at Mission is running full time, with orders ahead; it employs twenty-five or thirty hands.

A new block is being erected at Revelstoke, a number of men from this point being taken to commence the work.

#### VANCOUVER, B.C., AND DISTRICT.

*Mr. Geo. Bartley, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

General conditions continue good and equal to those of last month. The prospects for October depend entirely on the weather so far as the building trades are concerned. Several new large buildings are in course of erection. The demand for labourers has been exceptionally good during the past month. Fall trade in mercantile establishments is fair. On the whole, harmonious relations exist between employers and employed. It has been found by the investigation committee of the fishermen that the

contention of the canners that they should only pay 16½ cents per fish was correct. This price was based on the average pack, in accordance with the sliding schedule of prices mutually agreed upon when the fishing season opened.

#### CONDITION OF LOCAL INDUSTRIES.

The catch of *fish* has been very poor this year.

The *lumbering trade* is very good.

There has been renewed activity in *mining* circles; several prospecting parties have returned from different sections and report good prospects.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report work fair. Carpenters are all employed, but there are a few idle painters. Stonecutters are not fully employed, but builders' labourers report work good.

*Metal, engineering and shipbuilding trades.*—Moulders are all employed and prospects bright for the winter. Linemen report only a very few men employed. There was a slight dispute between linemen and their employers during the month. It appeared that the company wanted the men to furnish their own monkey wrenches and other tools. The men refused and were locked out. The following agreement was entered into, and the men renewed work:—

(1.) Recognition of the International Brotherhood of Electrical Workers.

(2.) Reinstatement of all locked-out members to former positions.

(3.) Reinstated members not to be discriminated against.

(4.) Company to furnish all tools, except customary tools for linemen and inside men.

The following schedule for working for Vancouver and locality has been entered into between the International Association of Machinists and Amalgamated Society of Engineers, and the different firms:—

Clause 1.—That ten hours shall constitute a day's work for the first five days and five hours on the sixth day, Saturday.

Clause 2.—That overtime shall be paid at the rate of time and one half ( $1\frac{1}{2}$ ) after 6 p.m. to 10 p.m. Double time afterwards to 7 a.m. and on Saturdays time and one-half ( $1\frac{1}{2}$ ) after 12 noon till 6 p.m., double time afterwards; double time Sundays and all such holidays as New Year, Good Friday, Empire Day, Dominion Day, Labour Day, King's Birthday, Thanksgiving Day and Christmas Day.

Clause 3.—That outside work shall be paid at the rate of ten hours pay for 9 hours work; and that time and one-half ( $1\frac{1}{2}$ ) shall be paid after 5 p.m. till 9 p.m., double time afterwards till 7 a.m. Saturdays, Sundays, holidays, as per clause 2.

Clause 4.—Anywhere outside the shops shall be known as outside work, on steamboats, logging machines, pile drivers or anything at the company's dock shall be known as outside work, providing such machinery had been in use, but work done on the company's premises under cover shall not be considered outside work.

Clause 5.—A man working outside the city shall be paid straight time while travelling and bed, board and transportation be paid for by firm who employs him.

Clause 6.—A man working on regular night shift shall receive 15 hours pay for  $12\frac{1}{2}$  hours work. It shall not be considered a night shift unless he has worked two consecutive nights, said two nights to be paid as per clause 2.

Clause 7.—Men called out at nights, Sundays or holidays, their time shall start from time of being called.

Clause 8.—Any boy hereafter engaging himself to learn the trade of machinist must serve four years. He shall in no case leave his employer without just cause under penalty of forfeiture of indenture or terms of agreement of apprenticeship. The following ratio of apprentices shall be allowed, one to each shop irrespective of number of machinists employed, and one to every five machinists thereafter. Also number of apprentices to be in ratio with mean average of men employed for previous year. No apprentice shall be allowed to start after the age of 16 years.

Clause 9.—That when reductions in the staff are necessary, men who have others dependent upon them for support shall be given preference for employment, seniority and proficiency to govern.

Clause 10.—The company or employers shall not discriminate in any way against any machinist who may from time to time, represent his fellow workmen on committees of investigation, &c.

Clause 11.—This schedule shall not be broken by either party without thirty days notice in writing, the men to notify the head of the company or employer, and the company or employer to communicate with shop committee or post notice in conspicuous place in shop.

*Printing and allied trades.*—Printers on job work report that there is plenty of work; there are too many in the business. Consequently, work may be considered poor for the journeymen. Job printers receive \$21 a week of fifty-four hours.

*Clothing trades.*—Work with tailors has been fair, considering the competition of the Chinese.

*Transport.*—The teamsters have presented a new schedule of wages to their employers, on which action will be taken during the first week in October.

The by-laws to authorize the purchase of the property commonly known as the English Bay Beach, a site for a gymnasium, and the erection of a building thereon, and of three blocks of land in the east end of the city, and south end (Mount Pleasant) for public recreation purposes, were carried with large majorities on the 20th inst.

#### FORMATION OF LABOUR ORGANIZATIONS.

A local branch of the International Stationary Firemen's Union has been organized. The union embraces firemen, coal passers, oilers and water tenders. President, G. C. Fleece; Recording Secretary, L. Carlisle.

An Order in Council has been passed in Victoria changing the name of the Mainland Steamshipmen's Protective Association to that of the British Columbia Steamshipmen's Society. The headquarters of this union are at Vancouver, George Noonan being secretary.

#### DISTRICT NOTES.

*Van Anda (Texada Island).*—The Marble Bay Mine continues to keep up its output. The tunnel is down 360 feet, and sinking will continue to the 460-foot level. The men are working full time. The sampling of the Chicago chemists and assayers has proved the deposits of fine gold on Texada Island to be of a remarkable area and highly remunerative as teaching chlorinating or cyanide propositions, showing from half an ounce to five ounces of fine gold to the ton.

*Revelstoke.*—The ratepayers have carried a by-law to purchase from the Revelstoke Water, Light and Power Company their plants, franchises, &c.

#### VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent, reports as follows:—*

## GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market continues equally as satisfactory as during August. In the early part of the month there was still a keen demand for unskilled labour, but with the completion of street paving work conditions became normal. Work will soon be commenced on the foundation for the Point Ellice bridge, which will give employment to all available unskilled labour. The different trades are all in a healthy state, with increased activity amongst the iron shipbuilders. The Street Railway Company is extending its system to the ocean wharf and retracking a portion of the old line. A joint stock company is being formed to take over the business of Taylor & Haggart, manufacturers of iron and brass bedsteads. The new company will increase the facilities of the factory, which now gives employment to from 12 to 15 men. The extension of the telegraph line to Bamfield Creek, made necessary in order to form a link between the Pacific cable (which is nearing completion) and the C.P.R. transcontinental line, has been completed. Large consignments of general merchandise have been going north by every steamer in order to get the winter supply into the Yukon before the close of navigation. Wholesalers have been very busy in consequence.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—In the building trades, work continues good for bricklayers, masons, carpenters, joiners, lathers and plasterers, all being fully employed. For painters and plumbers work is fair, and for stonecutters dull. Plans are being prepared for the rebuilding of the Mount Baker Hotel (recently destroyed by fire), and that, in connection with other contracts yet during the month, will insure activity in the trade during the fall and winter months.

*Metal, engineering and shipbuilding trades.*—In the metal and shipbuilding trades conditions are very satisfactory. A large amount of new and repair work is in

progress, and is well distributed between the different shipyards, giving constant employment to a full force of mechanics. Moulders, machinists, blacksmiths and boilermakers are fully employed. Shipwrights and caulkers report plenty of work. Conditions, however, are unfavourable for electrical workers, there being a surplus of workmen.

*Printing and allied trades.*—In the printing trades work is fair.

*Clothing trades.*—For journeymen tailors trade is dull. Garment workers are busy, and in the factory employing white help a scarcity of hands prevails.

*Food and tobacco preparation.*—Bakers report trade good. Cigarmakers are fairly well employed.

*Transport.*—Teamsters and expressmen have had an unusually good month.

*Unskilled labour.*—Unskilled labour is still well employed.

## FORMATION OF LABOUR ORGANIZATIONS.

On August 29 a union of boilermakers' helpers was formed, with Geo. Neill as president and J. C. Waters as secretary.

The recently formed Labourers' Protective Union has applied to the Dominion Trades and Labour Congress for a charter. The organization now has a membership of over 100.

## NANAIMO, B.C., AND DISTRICT.

*Mr. A. H. Spencer, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The general situation of the labour market for this month shows very little change from August. If anything, things are quieter, owing to the approach of wet weather, and out of door work will soon be scarce. In mining, the principal industry in the district, there is considerable uncertainty felt, which causes other branches of industry to be quiet. The same cause also affects commercial circles, although there is no positive depression.

## CONDITION OF LOCAL INDUSTRIES.

In the fishing industry there is very little doing.

In the lumbering trade business is still active. The mills are working full time, and the lumber camps are also working to their limit.

In the coal mining industry, while most of the mines are working steadily, there is a fear that the use of fuel oil may cause slackness of trade during the winter. One small mine has been shut down, but the men are finding employment in the other mines.

## CONDITIONS OF PARTICULAR TRADES.

*Building trades.*—In the building trades there is little activity, with no prospect of improvement for the balance of the season. Painters report business quiet.

*Metal, engineering and shipbuilding trades.*—Machinists report very little doing. Blacksmiths report business as fair.

*Woodworking and furnishing trades.*—Carriage makers report business as fairly good.

*Printing and allied trades.*—Printers report business as fair.

*Transport.*—Teamsters report business as fair, but with a tendency to slacken.

*Unskilled labour.*—There is very little demand for unskilled labour, the work on civic improvements having nearly ceased for the year.

## DISTRICT NOTES.

At Ladysmith, building has been fairly active during the month, and the mines have worked steadily during the month. At Alburni and on the west coast, the quartz mines have been very quiet lately, with very little work going on.

## THE TRADES AND LABOUR CONGRESS OF CANADA—EIGHTEENTH ANNUAL CONVENTION.

THE eighteenth annual convention of the Trades and Labour Congress of Canada was held in the Saengerbund Hall, Berlin, Ont., from the 15th to the 19th of September inclusive. The attendance of delegates was the largest recorded in the history of the Congress, which dates its formation from the year 1873. Credentials were received from 102 labour organizations, distributed as follows:—18 Trade and Labour Councils, 10 Knights of Labour Assemblies, 6 Federal Labour Unions and 68 locals of International and National Unions. Fraternal delegates were also present from the American Federation of Labour, the International Journeymen Tailors' Union and the International Associations of Machinists.

The opening meeting of the Congress was presided over by Mr. John Luft, president of the Twin City Trade and Labour Council, who, on behalf of organized

labour, extended a cordial welcome to the delegates. On behalf of the municipality, the Acting Mayor, Dr. Housberger, greeted the convention. Short addresses were also contributed by Mr. Dennis Driscoll of Boston, Mass., fraternal delegate from the American Federation of Labour, and Mr. John A. Flett, of Hamilton, Ont., vice-president of the Congress. Mr. Ralph Smith, M.P., of Nanaimo, B.C., president of the Congress, replied to the addresses of welcome expressing the desire that a spirit of charity would prevail at the meetings, and that all would do what was right and best in the interests of labour.

### Revision of the Constitution.

Upon the re-assembling of Congress in the afternoon of the first day the report of the Credential Committee was presented, in which it was recommended that, as many credentials had been found open to

question, the president should appoint a special committee to suggest certain amendments necessary to the constitution. An effort was made to have the report amended so as to exclude the delegates from the Central Trades Council and the local cigar-makers' unions of Montreal. This, however, was ruled out and the committee's report was adopted. The Credential Committee was then appointed by the President as a special committee to submit amendments to the constitution. The committee was made up of the following members :—Messrs. Hugh Stevenson, Toronto ; J. T. Marks, London ; J. S. Fitzpatrick, Montreal ; A. M. Gossell, Winnipeg ; J. A. Rodier, Montreal ; C. S. O. Boudreault, Ottawa ; J. H. Huddlestons, Toronto, and F. X. Boileau, Quebec.

### Exclusion of Knights of Labour.

The committee's report, as finally adopted by the Congress, excluded all assemblies of the Knights of Labour, and Central Labour Unions, provided against the recognition of any national unions where internationals of the same craft existed, and found against the practice of having more than one central body in any one locality. A section was added to Article II. of the constitution providing that a credential committee of three duly accredited delegates be appointed by the executive to meet one day previous to the meeting of Congress to examine and report on credentials.

### Other Revisions.

Article IV. (Revenue) was amended so as to increase the per capita tax for Trade and Labour Councils to 25 cents per year, and of trades unions to 12 cents.

Article V. (Officers) was amended so as to provide that the executive committee consist of the president, vice-president, secretary, treasurer and the vice-president of each province. A section was added to this article declaring in favour of the Hare-Spence system of voting in all elections of officers.

A section was added to Article VI (Duties of officers) giving the executive power to use the funds of the Congress for organization purposes in Canada.

On the question of granting the privileges of the Congress to fraternal delegates from international unions, it was decided to extend such privileges only to delegates from the American Federation of Labour and the Trade Congress of Great Britain.

The committee also recommended that, owing to the complicated situation in Montreal, the present Federated Trades Council be recognized as the central labour body of that city, and that it be an instruction from this Congress that it take a charter from the Trades and Labour Congress of Canada under the name of the Montreal Trades and Labour Council, believing that this change would be conducive to the re-establishment of peace among the labour organizations of that metropolis.

The operation of these amendments was recommended to take effect on January 1, 1903.

The discussion on the report of the committee was engaged in by a large number of delegates and extended over most of one day's session. On the clause excluding assemblies of the Knights of Labour the yeas and nays were called, showing 73 in favour of exclusion and 43 against.

### Jurisdiction of the Congress.

Subsequent to the passing of the above amendments to the constitution the following resolution dealing with the jurisdiction of the Congress was adopted :

That as the Congress had placed itself squarely in accord with the principles of international trade unionism, and as such action will entail the loss of certain revenues from former affiliated bodies, owing to the change in the constitution, it is the opinion of this Congress that, being the national organization of labour in the Dominion, all federal labour unions and central labour councils in Canada should be under the jurisdiction and control of the Congress, and the incoming executive is hereby instructed to make such arrangements with the American Federation of Labour, looking to the consummation of this object, as in the opinion of this Congress the existence of dual federal labour unions holding charters from the Congress and the American Federation of Labour is not con-

ducive to the solidity and effectiveness of the labour movement in Canada.

### Committees Appointed.

The President appointed the usual committees, the two most important being those on Standing Orders and Resolutions and on the President's Address, and Executive Committee's Reports. After the appointment of the committees the President delivered his annual address.

The delegates appointed members of the committees were as follows—

*Committee on Standing Orders and Resolutions*:—Messrs. Robt. Glockling, Toronto; Thos. O'Dowd, Hamilton; Thos. Keilty, Brockville; J. D. McNiven, Victoria; A. G. Cowley, Winnipeg; Harvey Hall, Toronto; T. J. Griffiths, Montreal; H. Paquin, Montreal; Ed. Little, Quebec; H. Obermeyer, Hamilton; Samuel Moore, Toronto; V. H. Annable, Ottawa, and John Luft, Berlin.

*Committee on President's Address and Executive Committee's Reports*:—Messrs. J. H. Kennedy, Toronto; O. R. Wallace, Quelp; A. Verville, Montreal; F. R. Mitchell, St. Thomas; T. W. Proderick, Ottawa; Rev. C. M. Tait, Duncans; John W. Sutherland, Charlottetown; R. Toms, Winnipeg; Peter C. Sharkey, St. John; Geo. Levecque, Quebec, and H. Cairns, Ottawa.

### President's Address.

The address by the President, Mr. Ralph Smith, M.P., was as follows:—

FELLOW WORKMEN,—It gives me much pleasure to again meet the representatives of the several labour organizations of this broad Dominion at this, the eighteenth annual session of Congress. This is, in every respect, the most important session in the history of this Congress. There is by far a larger number of delegates at this session than at any previous one. There are also many more unions connected and represented at the Congress, and as a consequence a very large increase in the yearly revenue. All this is an indication of the rapid progress that is being made with the organization of trade unions, especially with regard to the political aspect of the question, when we consider that the Congress is, up to the present time, entirely a legislative body.

I cannot let this opportunity pass without making very special reference to the energetic, enterprising and intelligent work of the present

secretary of the Congress—Mr. P. M. Draper. Since he took office it must be clear to the most prejudiced mind that the present improved condition of this body is almost entirely due to this gentleman. In the two years he has been in office he has doubled the revenue through the energetic representation of the work and importance of the Congress to the several trade unions in the Dominion of Canada. He has also provided a complete set of books of the Congress. He has practically furnished an office, has placed the business of the Congress before each session in such a plain and intelligent manner, that it must be apparent to every member of this session that the very best man that could have been found in the ranks of labour for this position is undoubtedly the present secretary—Mr. Draper. We have to-day before us a foundation of what is destined to become the great National Federation of Canada. To all who seriously believe in the importance and the power of trades unionism, this is a very important state of affairs. To others, reformers as they may be, who believe in a revolutionary principle, it is, no doubt, a source of regret that this body is becoming such an important factor in the country. Against trades unionism there ought only to be one source of opposition and that only would be organized capital. We expect such opposition, as the great object of trades unionism is to enforce greater consideration and make greater demands in favour of greater rewards for our labour. As trades unionists, our fundamental grievance is against the present unjust distribution of wealth created by the workers, and one would naturally suppose that every kind of reformer would unite on the principle of a combination of workers in demanding a better share of the wealth and also in securing statutory laws that would ameliorate conditions in favour of the worker and regulate the operations of capital to the same end. We are sorry, however, that in doing this we are met very often with strong opposition by so-called reformers. I have just one thing to say against any persons who denounce the usefulness of trade unions and its leaders and that is, they are not the friends of the labouring classes. Trades unionists in seeking to better distribute wealth, desire to do so without impairing energy. They seek to mitigate the struggle of life and yet maintain its progress. They try to make people more happy, but they are anxious still to keep them free. These are our aims, and we intend that they your committee. They had also been appropriation, for we are convinced that the operation of intelligent trades unionism will ultimately accomplish all this. The seed we sow to-day like in everything else, will produce a bountiful harvest to be reaped in some measure by ourselves, but the larger portion, by those who come after us.

The results of our work during the year are neither as extensive nor as successful as we would desire them, as you will see by the report of your executive committee. I desire to say, however, that the representations made to the government this year were presented and laid before them in a more systematic and intelligent manner than ever was done before. Every province in the Dominion was represented by that delegation. Every resolution had been previously considered and discussed by your committee. They had also been appropriately arranged and printed and placed in the hands of the ministers some weeks before the interview, and I am certain that such an improved presentment of your business made a

lasting impression on the minds of the ministers as to the earnestness of the officials of this Congress.

At the past session of the Dominion parliament, Bills of great importance affecting the labour interests of Canada were introduced, such as 'An Act to Further Amend the Act to Restrict the Importation and Employment of Aliens.' I frankly admit that it is a very difficult matter to get the government to agree with our views on this question as I do not believe they have any sympathy with the object of this Act. This Bill did not reach its second reading, but will be re-introduced next session. A Bill was also introduced as an 'Act to Amend the Conciliation Act.' All the amendments in relation to those Acts are outlined in the executive committee's report. This Bill also, like a large number of other public Bills, was not reached, but will be re-introduced next session. Another Bill was presented as 'An Act to amend the Railway Act' so as to promote the safety of employees on railways. I myself introduced this Bill at the special request of the parliamentary representative of the railway men. This Bill also failed in being reached during the session, but will be re-introduced, in my opinion with every prospect of success, at the next session of parliament. A Bill of importance for the 'Settlement of Railway Labour Disputes' was presented by the Minister of Labour. The Bill was read a first time and discussed. The Bill was also printed with the debate that took place upon it, the intention of the minister being to circulate the Bill amongst the workmen affected by it for the purpose of having the principle of compulsory arbitration discussed by the labour unions all over the country. I notice by reports that the railwaymen's unions have unanimously disapproved of the Bill. They have gone farther than that, and have manifested their disapproval of any principle of compulsory arbitration. When we remember that a large number of the unions in the country, including the Trades and Labour Congress of Canada, have in their platform provisions in favour of such measures, it is important that a very full explanation should be made to the government by the railway men as to their reasons for such objection, the intention of the government being entirely a desire to know just what opinion the labour unions held on this question and why they held them. Such explanation of course may have been provided by the men affected by the operation of this Bill. It was a wise thing, however, for the government to make the experiment in this way, and now I think it is absolutely important that this Congress should express itself very plainly on this question in order that the strongest possible reason may be given to the minister for or against the Bill. There were other public Bills of importance introduced during the session affecting the interests of labour, but it is necessary to point out that as the session was intended to be a short one on account of the coronation, none of the public Bills ever went through the House at all.

On the question of Oriental immigration, the report of the Royal Commission was submitted to the House during the session and ordered to be printed. This report was dealt with very fully on the floor of the House. The British Columbia members unitedly met the Premier afterwards, and urged upon him the importance of taking immediate steps to settle that question. His answer was that a Royal Commission at a great cost to the country had just reported to the House, which report was not then print-

ed, and could not therefore be in the hands of the members to receive their due consideration in time for them to give a definite and final opinion on that question during that session. He considered it was absolutely necessary for the members to have an opportunity of studying the question from the report of the commission, which would be especially instructive to the people of the east, who did not understand the question as the people did in the west. I must, however, admit that considering the agitation and the efforts put forth by the people of the province of British Columbia especially, by petition and by provincial statute, that the people of British Columbia are unjustly treated, and so far as I am concerned, the next session of parliament will have to settle this matter once for all.

Another matter of great importance was the decision of Privy Council of England on the Taff Vale Railway case affecting the standing and the supposed jurisdiction of the trades unions of the British Empire. Judges had laid down principles of law which might and certainly would be applied in a manner very adverse to the legitimate interests of trade unions. Of course the blows which would follow the laying down of those principles had not yet been struck.

This decision made the trades unions subject to actions by employers and placed the funds of the unions in a very dangerous position, especially if those actions came before special juries which were selected from a class of the community higher than the class from which the common juries were selected. The Trades Union Act never intended unions to be sued as unions. The reason why the British parliament did not intend trades unions to be made subject to the right of action against them was because parliament did not desire to make the law courts a battle ground for contending economic forces. This question was considered by us at the last session, and a Bill will be introduced next session safe-guarding interests of trades unions against the results of such decision, as a Bill has been already put through the British Columbia legislature on the same lines.

I hope the deliberations of this Congress will serve one great purpose, and that is to so unite the trade unions of this country under the authority of this Congress, and that its increased revenue will be spent during the coming year for organizing purposes, as I am sure the one thing necessary to teach the people of this country the present and future importance of the Congress is to have a special organizer in the field. We expect dissension by those who have a different view of how the wrongs of the workers are to be righted, but we are fully convinced that this opposition to trades union methods is very small in Canada. At any rate, the workers who refuse to utilize the present trades union machinery are very few comparatively in Canada to-day, but if the importance of this national body is to be known to the workers of Canada, some special provision must be made for putting a paid organizer in the field at once, and loyalty on the part of every officer must be manifested in favour of the Congress as against any other institution. A great injury is being done by the cry put up that the Congress is run by 'party politicians.' This falsehood we have good reason to believe is enunciated by professed friends of the Congress, and is one of those calumnies which is doing great injury to the Congress amongst the people of the west, where its work has not the same opportunity of being known. It is well

known that this Congress is composed of men with different shades of political belief, but I do not think that any man a member of the present session of Congress will be prepared to prove that such is the case. Yet there are members of this Congress who repeatedly say that it is so. It is desirable—yea, absolutely necessary—that those who hold these opinions should be prepared to prove them on the floor of this Congress, or the members of this session should stamp out once and for all any of those influences present in this organization who use this cry to the detriment of the Congress if they refuse to take the straightforward course of trying to prove the truth of their statements. I hope this session will be very emphatic on that question, and that after this we will have such a united combination of Canadian workmen that the great objects intended to be accomplished by this association will be achieved more easily in the future than they have been in the past.

I hope that the delegates will make every effort to make this session the most useful and thereby the most successful that has ever been held.

The Committee on President's Address concurred in the address as a whole, except the latter clause, and closed the report as follows:—'Your committee strongly recommend concurrence in the remarks of the president in condemnation of groundless and malicious aspersions cast upon the officers and members of this Congress, either by members of this Congress or by others outside of it, with a view to the discouragement of such reprehensible conduct which is always injurious to the cause of organized labour as well as unjust to those maligned.' The report was adopted.

### Charges Against Officers and Members.

The correspondence which passed between Secretary Draper of the Congress and the Trades and Labour Council of Phoenix, B.C., was then called for by the President. One letter stated that the Phoenix Council did not desire affiliation with the Congress, because it believed that, as at present constituted, the Congress was rather an appendage of a capitalistic party than a body devoted to the advancement of the interests of the working people of Canada. This, they also believed, applied somewhat largely to accredited delegates, but more especially to the executive officers and leading spirits of the organization. The President replied at length to the contents of the communication from Phoenix,

B.C., and on the conclusion of his remarks it was decided to appoint a special committee to inquire into the matter and report to Congress. The committee of enquiry appointed was as follows:—Messrs. J. D. McNiven, Victoria; J. A. Rodier, Montreal; C. S. O. Boudreault, Ottawa; T. J. Griffiths, Montreal, and D. W. Kennedy, Toronto.

The report of this special committee, which was adopted by the Congress, was in effect a complete exoneration of the officers and members, stating that in the belief of the committee the accusations were absolutely ridiculous, most unjustifiable and palpably untrue. The committee was of the opinion that these charges or aspersions were made by irresponsible parties, unacquainted with the facts, and desirous of reaching ends other than the welfare of labour. The committee recommended that the Congress should condemn such contemptible charges.

### General Executive Committee's Report.

The report of the executive committee covered twenty-seven pages of the printed reports, the subject matter being divided into three sections, A, B and C. In reference to the growth and extension of trade unionism in Canada, it was stated that progress has continued steadily during the present year, and although the advancement along trade lines had not been as rapid as the steady advances made in industrial development, the Canadian trade union movement was being built upon a wise and solid basis.

Clause A dealt with the policy and business operations of the Congress during the year, and gave an account of the printed matter including circulars, pamphlets and literature, which was distributed with a view of securing affiliation from organizations still unaffiliated.

Clause B referred to Trade and Labour Councils in Canada, and their relation to the Congress as a national legislative body. The executive was strongly of the opinion that each and every council in Canada

should be chartered by the Congress. The report also dealt with the refusal of the Charlottetown, P.E.I., Trades and Labour Council (which holds a charter from the A. F. of Labour) to accept credentials from delegates of Federal Labour Union No. 10 (chartered by the Congress), and the correspondence in connection therewith.

Clause C gave an account of the interview of the Trades Congress Executive with the Dominion Government, showing the manner in which the different matters were brought to the attention of the Government, and also giving the replies of the Right Honourable Sir Wilfrid Laurier and Sir William Mulock, Minister of Labour.

The report also referred to the several bills of interest to labour which were brought before Parliament last session, including amendments to the Alien Labour Act, an amendment to the Conciliation Act, and an amendment to the Railway Act, a bill *re* settlement of railway labour disputes, the remuneration of letter carriers, Chinese and Japanese immigration into the province of British Columbia, and also to a bill having for its purpose the legalizing of union labels.

Reference was also made to the amendment to the Ontario Trades Disputes Act, passed at the last session of the Ontario Legislature.

For a report of this interview see the *Labour Gazette* for April, 1902, pages 590-595.

### Reports of Provincial Executives.

Reports were presented from each province in the Dominion dealing with a variety of subjects, some of which were of immediate local concern.

*Nova Scotia.*—After referring to the work of organization among wage earners and the present labour outlook, the Nova Scotia report alluded to the strike of the Longshoremen in Halifax last spring which was settled satisfactorily to both parties through the instrumentality of the Deputy Minister of Labour, whose services

were sought by the Longshoremen's Union. The strike of the Builders' Labourers, which continued for two weeks, was terminated by the Master Builders giving an increase of from 14 to 17 cents per hour. Complaint was made that the Provincial Legislature had not yet appointed an inspector to see that the provisions of the Factory Act were enforced. Reference was also made to the early closing law passed by the legislative council.

*New Brunswick.*—The report from the New Brunswick executive showed that fifteen unions and two Trades Councils had been formed during the year. Three strikes occurred and increases in wages were granted to workers in several lines of industry. A Workmen's Liability Act was introduced by the Provincial Government, but final action was deferred until next session.

*Prince Edward Island.*—The report of the executive for Prince Edward Island referred to the work of labour organization and to the difficulty alluded to in the General Executive Committee's report, viz., the refusal of the representation to the Federal Labour Union No. 10, in the Charlottetown Trades and Labour Council.

*Quebec.*—The executive committee of Quebec reported that they were unsuccessful in getting the legislature to appoint a scaffolding inspector or to secure the adoption of a bill concerning barbers. The bill introduced by the Hon. the Minister of Labour for the settlement of railway labour disputes was recommended to the Congress, provided its provisions were extended to other branches of trade. The regulation of the City Council of Montreal fixing the minimum wages of civic employees at \$1.50 per day of ten hours was reported, and the Congress was asked to recommend that the provincial government pass a similar law. The report closed with a reference to the recent decision of the Montreal City Council to have the union label on the corporation's printing.

*Ontario.*—The Ontario report stated that labour had found very general employment

at increased wages and decreased working hours during the past year. Some eighty or more unions had been organized in the province. Reference was made to the interview with the provincial government and to the eight bills passed at the last session, viz., the Temiskaming and Northern Railway Bill, the bill to amend the statute law respecting holidays, the bill amending the Mechanics and Wage-earners Lien Act, the bill respecting aid to certain railways (providing for current rates of wages), the bill respecting electric railways (protection of men operating cars), the bill amending the Ontario Factories' Act, the bill amending the Street Railway Act (providing for fenders on motor cars), and the bill amending the Act respecting councils of Conciliation and Arbitration for the settling of industrial disputes.

*Manitoba.*—Unprecedented prosperity in every line throughout Manitoba and the North-west Territories was reported by the executive of that province. Labour has been in demand and prospects encouraging. Advances in wages of about ten per cent have taken place, but living expenses have also increased. Many of the advances secured were through negotiation. Considerable space was devoted in the report to the strike of the employees of the Canadian Northern Railway, and the report points out that, as a whole, the working people of Manitoba, and of Winnipeg in particular, were in favour of the compulsory arbitration of labour disputes. The work of organization had been actively carried on during the year.

*British Columbia.*—Work was reported by the executive of British Columbia as plentiful and the outlook for organization as never better. Reference was made to the passing by the Legislature of the Workmen's Compensation Act, an Act to amend the law relating to trade unions, and also to the Deception of Workmen Act. The Chinese question was mentioned, and an extract from a report of the Trades Council of Vancouver on the matter submitted.

Mr. P. M. Draper, of Ottawa, fraternal delegate to the 21st annual convention of

the American Federation of Labour, held at Scranton, Pa., in the month of December last, presented a review of the proceedings of that body, containing much interesting matter.

Recommendation of Committee.

The report of the Committee on the Executive Committees' reports suggested that the Nova Scotia executive press for the appointment of a factory inspector. The New Brunswick organizations were urged to secure the passage of a factory Act for that province. The Congress was urged to use all possible means to have Federal Union No. 10, of Charlottetown, given a right to a seat in the Trades Council of that city. The committee reported non-concurrence in that clause of the Quebec report which referred to ten hours as a day's work, and recommended nine hours. The balance of the reports were recommended to be concurred in. The report was adopted.

The Secretary-Treasurer's Statement.

The Secretary-Treasurer's annual report showed a very substantial increase in the receipts for the year, the total revenue for the year being \$1,933.51, received from the following sources :—

Per capita tax....	.....	\$1,362 01
Supplies.....	.....	1 50
Charters.....	.....	110 00
Grants.....	.....	360 00
Advertisements.....	.....	100 00
		<hr/> \$1,933 51

The following table shows the number of unions affiliated with the Congress, together with the number of members and amount paid as per capita tax, according to provinces :—

	Number of Unions.	Number of Mem- bers.	Amount paid.
			\$ cts.
Ontario.....	111	6,214	712 89
Quebec.....	36	3,993	309 94
British Columbia and Mani- toba.....	55	2,823	382 85
Nova Scotia.....	3	233	23 30
Prince Edward Island.....	3	33	20 13
New Brunswick.....	4	169	24 00
	<hr/> 212	<hr/> 13,465	<hr/> 1,473 51

A constant correspondence has been carried on during the year, for the purpose of acquainting the Canadian wage-earners of the existence of the Congress. To this the large increase in membership was attributed. There were nineteen charters issued during the year, viz., six in Ontario, four in Quebec, seven in British Columbia and two in Prince Edward Island.

According to the daily record there was shown to be a very large increase in the work of the secretary's office, the number of letters and other documents sent out by mail being 17,717.

The report of the secretary-treasurer was audited and found correct.

### Sabbath Observance.

A deputation of clergymen consisting of Revs. Messrs. W. A. Bradley, J. W. J. Andrew, A. Y. Haist, P. McEwan, and E. P. Clement, K.C., waited upon the Congress in connection with the question of Sunday observance. Rev. Mr. Bradley acknowledged the assistance received from labour organizations in helping to secure a better observance of the Lord's day, and the Lord's Day Alliance appreciated this assistance. The alliance protested against the invasion of the Sabbath by companies and others. He hoped that the time would come when only five days would be worked and Saturday be a day of recreation and Sunday a day of absolute rest.

President Smith, in thanking the delegation for their presence, said he was in sympathy with the movement. He was opposed to work of any nature on the Sabbath, and stood for the absolute discontinuance of work on one day in seven. During the session a resolution condemning Sunday excursions and in favour of a Saturday half-holiday was adopted by the Congress.

### Against Compulsory Arbitration.

In connection with the subject of compulsory arbitration, the following resolution was submitted :—

That whereas there has been introduced into the House of Commons a Bill known as the Compulsory Arbitration Bill for the Settlement of Railway Labour Disputes, and whereas, if enacted, it would rob the railway employees of their constitutional rights, destroy their organizations, and place them absolutely in the hands of railway companies, at the same time depriving them of that citizenship which is so dearly prized and is the inherent right of all free born British subjects, therefore, be it resolved that this Trades and Labour Congress of Canada, in session assembled, does hereby disapprove of the said Bill, and instructs their legislative committee to use every effort in their power to defeat this measure; and further be it resolved, that the labour organizations of the entire Dominion be instructed to use every effort in their power to assist the legislative committee in bringing about the defeat of this measure.

This resolution brought forth considerable discussion, and various views were expressed. The resolution was finally declared adopted by a vote of 78 to 12.

Later in the proceedings of the Congress, and after the above resolution was adopted, a motion was made to strike out the 'Compulsory Arbitration' clause in the platform of principles. This was amended by substituting the word 'voluntary' for 'compulsory,' and as amended it was adopted.

### Provincial Legislation Desired.

A number of resolutions seeking legislation on various matters were adopted by the Congress. The first of these was as follows :—

That whereas the judiciary of the Dominion having used the injunction proceedings with a view to prohibiting freedom of speech and so as to deny to the workman engaged in a labour conflict or strike the exercise of his constitutional rights in safeguarding his interests from injury or hurt, therefore be it resolved that it be an instruction to the incoming executive to take the necessary steps to have enacted in the various provinces an Act embodying the provisions of Chapter 66 of the Statutes of British Columbia, entitled: An Act to amend the law relating to Trade Unions.

Another resolution which is to be brought to the attention of the provincial governments, asked that the Congress urgently request the passing of a law empowering municipalities to compel street railway companies in the various cities of the Dominion to provide a passage through each open car for the purpose of enabling conductors to perform their duties with greater safety.

The provincial legislatures will also be asked for legislation to compel the removal of old paper from walls before new paper is put on, such regulation being considered necessary in the interests of the public.

### **Suggested Legislation by Dominion Parliament.**

It was recommended that, in the proposed amendments to the Railway Act to be discussed by the Dominion Parliament at its next session, provisions should be incorporated to compel all railway companies to provide air brakes and such other safety appliances as will insure to a greater extent the lives of railway men.

As the increase of wages granted to employees on the Intercolonial Railway was not considered satisfactory, it was decided to have the matter brought before Parliament, as was also decided in the matter of the letter carriers' demand for increased pay.

It was decided to ask the Dominion Government to so amend or administer the fishery laws that they will not conflict with the Indian modes of procuring food supplies. In regard to the claims of the Indians of Cowichan, B.C., it was resolved to ask the Government to appoint a commission to inquire into the alleged encroachments upon their territory.

The Dominion Government will also be asked to pay the employees of the Government Printing Bureau for holidays on which the Government departments close.

### **The Factory Acts.**

The question of the non-enforcement of the Factory Act in Ontario was introduced through a resolution which instructed the secretary to write to the Premier of Ontario asking for a more rigid enforcement, and also for the appointment of more inspectors.

Complaint having been made that the Factory Act of Quebec was considered unsatisfactory, the executive was instructed

to endeavour to have the Act amended to meet existing conditions.

The Congress also decided to oppose any suggestion to repeal the Manitoba Factory Act.

The executive was instructed to ascertain the legality of companies retaining portions of wages of employees for alleged violations of factory rules, and if necessary to endeavour to have the law amended so as to prohibit the practice.

### **Against Tariff Increase.**

The following resolution with regard to the tariff was adopted :—

That whereas the Manufacturers' Association has declared its intention to seek an increase in the tariff, and whereas the injury and oppression of industry comes not from the various industries offering to exchange riches for riches, but from the extortions to which labour is subjected by the holders of the land, the forests, the mines and other natural opportunities, therefore the Congress would condemn an increase in the tariff, and would urge that taxes be removed as soon as possible to those values which now enable non-production to impoverish industry.

### **Removal of Taxes.**

A resolution was also passed favouring the removal of taxes from improvements. The report of the Committee on Resolutions recommended that the Congress, without expressing any opinion upon the economic principle, affirm the principle of the right of any municipality to determine its own system of taxation. This was adopted, as was a similar resolution favouring the system of freedom enjoyed by municipalities in British Columbia and New Zealand in reference to the taxation of improvements.

### **Miscellaneous Resolutions.**

Some 58 resolutions were presented to the Congress and acted upon. Several of them were amended by the Resolutions Committee, while others were dismissed as being of a purely local nature. Resolutions in regard to the following, amongst other subjects, were adopted :—

Against calling out the militia during strikes, and urging members of organized

labour to abstain from joining military organizations, except when the country is invaded.

The Minister of Public Works to be informed that certain foremen on Government works have been discharged for belonging to international unions.

Urging the labour organizations to write for a copy of the Royal Commission on Oriental immigration.

Expressing sympathy with the Canadian Northern Railway strikers in Manitoba ; also with the coal miners in the United States ; as well as with the striking printers, stove mounters and carpet weavers in Toronto, and the cigarmakers in Montreal.

Endorsing all labels of international and national unions, the latter only where no international exists, and urging that renewed efforts be made to have union labels legalized.

In favour of the appointment of plumbing inspectors.

Against the system of assisted immigration.

Opposing the power of calling out the militia during strikes, being in the hands of police magistrates, believing that such power should be in the hands of the Minister of Militia.

Against property qualification for office of mayor or aldermen.

In favour of weekly payment of wages to Government employees, both Federal and Provincial.

Against the present house leasing system in the province of Quebec.

Endorsing the action of the striking Berlin broom-makers, who are about to open a co-operative factory, and opposing convict made brooms.

### Addresses and Banquet.

Mr. Driscoll, the fraternal delegate from the American Federation of Labour, at one of the sessions, delivered an address extending greetings and giving an outline of

some of the work done in the United States by the different labour organizations. On the afternoon of the concluding day's session Mr. Driscoll was presented with a diamond ring on behalf of the delegates.

On the invitation of the Congress, Mr. John G. O'Donoghue, LL.B., of Toronto, addressed the delegation on questions of importance to the wage-earners. He dealt with the legal aspect of the injunction, the alien labour law and compulsory arbitration.

On the evening of September 18, a banquet was tendered to the delegates by the Berlin Trades Council, and on Friday the 19th, a ball was held under the auspices of the Women's Label League.

### Officers Elected.

The election of officers resulted as follows :—

*President*—J. A. Flett, Hamilton, Ont.

*Vice-president*—J. B. Mack, Montreal, Que.

*Secretary-Treasurer*—P. M. Draper, Ottawa, Ont.

*Executive of British Columbia*—

J. B. McNiven, Victoria, vice-president.

T. H. Twigg, Victoria.

Geo. Bartley, Vancouver.

J. H. Watson, Vancouver.

*Executive of Manitoba*—

A. W. Puttee, Winnipeg, vice-president.

Robt. Toms, Winnipeg.

A. M. Gossell, Winnipeg.

A. G. Cowley, Winnipeg.

*Executive of Ontario*—

Samuel Moore, Toronto, vice-president.

J. T. Marks, London.

H. Obermeyer, Hamilton.

O. R. Wallace, Guelph.

*Executive of Quebec*—

A. Gariepy, Montreal, vice-president.

J. F. O'Callaghan, Montreal.

A. Matthew, Montreal.

J. A. Rodier, Montreal.

*Executive of Nova Scotia*—

D. A. Wilson, Halifax, vice-president.

John J. Burns, Halifax.

P. Ring, Halifax.

F. W. Smith, Halifax.

*Executive of New Brunswick*—

Peter C. Sharkey, St. John, vice-president.

W. H. Coates, St. John.

H. H. James, St. John.

Geo. McQuarry, Moncton.

*Executive of Prince Edward Island*—

John W. Sutherland, Charlottetown, vice-president.

Geo. W. Worthy, Charlottetown.

Otto N. Baird, Charlottetown.

Geo. W. Snelgrove, Charlottetown.

*Fraternal Delegate*—

J. H. Kennedy, Toronto, Ont.

Brockville, Ont., was chosen as the next place of meeting.

Upon Mr. Ralph Smith, M.P., declining to be a candidate for the presidency, he was presented with an address expressing the good-will and confidence of the trade unionists of Canada, and trusting that he might long be spared to occupy the position as a leader of the workingmen of Canada. The address was ordered to be engrossed.

### NATIONAL LABOUR CONGRESS OF CANADA.

On Thursday evening, September 18, a new organization, to be known as the National Trades and Labour Congress of Canada, was formed at Berlin, Ont. The formation of this new organization was due in part to the action of the Dominion Trades and Labour Congress in excluding the assemblies of Knights of Labour from representation, and in part to opposition to the attitude of the American Federation

of labour, in maintaining a superior rather than a parallel jurisdiction in its relation to the Dominion Congress. The new Congress, as its name implies, is to be distinctly Canadian. A constitution and by-laws were adopted, as well as the design for the badge and label of the organization. The executive was instructed to prepare charters, &c., for the use of the society.

The officers elected were :—

Omer Brunet, Quebec City, Shoe Workers, president.

Isaac H. Sanderson, Longshoremen, Toronto, vice-president.

T. J. Griffiths, Brass Finishers' International Union, Montreal, secretary-treasurer.

F. X. Boileau, Quebec, vice-president for Quebec.

Committee—J. H. Dodd, Montreal; T. Beau-pré, Montreal; J. A. Langlois, Quebec.

O. Labelle, Trenton, vice-president for Ontario.

Executive committee—T. Garrett, Charles Couvrette, Joseph Jolien, Hawkesbury.

Quebec City was decided upon as the place of holding the meeting of the Congress in September, 1903.

## LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

### II.—THE PROVINCE OF QUEBEC.

IN the September number of the *Labour Gazette* there was commenced the publication of a series of descriptive and statistical tables illustrative of the growth and present position of labour organization in Canada. The tables presented with that number had reference to labour organization in the Maritime Provinces. In the present number the series is continued with the publication of tables illustrative of the growth and present position of labour organization in the province of Quebec.\*

#### The Nature of the Tables.

In a descriptive table a list of existing organizations is given by localities. The

list embraces all organizations formed up to July 31, 1902, of which the department has been able to obtain any record or information, and the table as it stands represents the position of organization at that date. The material has been so arranged as to show at a glance the trades organized, the number of organizations in the group of kindred or allied trades and the total number of organizations in each locality. The localities have been arranged alphabetically so as to admit of easy and immediate reference.

While the descriptive table is intended to show the present position of labour organization, a statistical table has been prepared with a view of illustrating the nature of the growth of labour organization to its present position. The classification has been so arranged as to illustrate this growth by the classes of trades or callings

\* The reader is referred to the article on Labour Organization in the September number of the *Gazette*, Vol. III, No. 3, page 151, for particulars as to the sources from which the information in the present tables are drawn, the method of presentation, classification, &c., &c.

organized. The years in which local organizations were formed are given and by reference to the group of trades it may be seen at a glance how many were formed in each particular year, and at what periods organization was most active. The table also discloses in which groups of trade, organization was carried on most extensively.

### Certain Limitations.

It is unfortunately necessary to make the same comment in regard to the differences in the descriptive and statistical tables of the province of Quebec as was made in regard to similar tables prepared for the Maritime Provinces. In preparing its material for publication, the department made every effort possible to have its information complete and in detail. Notwithstanding the fact, however, that some organizations were appealed to several times for returns giving the date at which they were formed, the department was unable to receive from all the information requested. There is accordingly a slight difference in the figures to be found in the two groups of tables, the descriptive table being the more complete. It is believed that this latter table contains mention of practically every local organization of any importance in the province at the time stated. It will be seen, however, that 26 more organizations are given in the descriptive table than there is a record of in the statistical tables. Notwithstanding this fact, however, the general trend of organization and development as illustrated in the statistical tables may be regarded as fairly accurate, and the incompleteness of detail can affect but little the correctness of any generalizations which may be made on the basis of the information recorded.

It must also be remembered in connection with the Quebec tables, as was the case in regard to the tables referring to the Maritime Provinces, that the information given relates only to organizations existing on July 31 of the present year. No attempt has been made to record organizations which were formed at an ear-

lier date, and which have subsequently lapsed. Furthermore, in both statistical and descriptive tables no account has been taken of central and district organizations, international organizations, or general assemblies; local unions only and local assemblies of the Knights of Labour having been recorded.

### Extent of Organization.

The first feature of importance disclosed in the descriptive tables relating to the province of Quebec is that the total number of organizations in that province at the end of July, 1902, was 151, being 13 more than the total number of existing organizations in the Maritime Provinces at the same date. Most noticeable in the next place is the fact that of the total number, 79, or over one half, were in the city of Montreal, and 38 or a quarter in the city of Quebec. These two cities taken together, have 117 or over three-fourths of the labour organizations of the province. Of the other cities in the province of Quebec, St. Hyacinthe has in all seven organizations, Sherbrooke four, and Hull, one. It is interesting to note that no localities in the province of Quebec, other than the cities of Montreal, Quebec and St. Hyacinthe, have more than four local labour organizations. Sherbrooke, as already mentioned, has this number and the same number is to be found in Richmond, Valleyfield and Farnham. Levis has three local labour organizations, Richmond and Sorel two, and the following localities one:—Audrey, Hadlow, Hull and Vaudreuil. Excepting in the several localities here mentioned there does not appear to be any local organization among the workers in the several trades and callings of the province of Quebec.

### Nature of Organization.

Having regard in the next place to the nature of organization, it will be seen that in the province of Quebec railway organization has been by far more extensive than organization in any other class of employ-

DEPARTMENT OF LABOUR, CANADA,  
L. O. STATISTICAL TABLES, Series A. No. 2.

# LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

TABLE SHOWING NATURE AND EXTENT OF ORGANIZED LABOUR IN THE PROVINCE OF QUEBEC ON JULY 31, 1902.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
QUEBEC—	<i>Transport.</i> .....	1		
Audrey.....	Railway trackmen.....			1
	<i>Transport.</i> .....	4		
Farnham.....	Locomotive engineers.....	1		
" .....	Locomotive firemen.....	1		
" .....	Railroad trainmen.....	1		
" .....	Railway trackmen.....	1		4
	<i>Transport.</i> .....	1		
Hadlow .....	Locomotive engineers.....	1		1
	<i>General Labour.</i> .....	1		
Hull. ....	Federal labour.....	1		1
	<i>Metal, Engineering and Shipbuilding.</i> .....	1		
Lévis .....	Iron moulders.....	1		
	<i>Transport.</i> .....	2		
" .....	Railway trackmen.....	1		
" .....	Railroad telegraphers.....	1		3
	<i>Building</i> .....	8		
Montreal.....	Bricklayers.....	1		
" .....	Masons.....	1		
" .....	Carpenters and joiners.....	2		
" .....	Painters and decorators.....	1		
" .....	Plasterers.....	1		
" .....	Plumbers, gas and steamfitters.....	1		
" .....	Stonecutters.....	1		
	<i>Metal, Engineering and Shipbuilding.</i> .....	10		
" .....	Iron moulders.....	1		
" .....	Coremakers.....	1		
" .....	Machinists and engineers.....	3		
" .....	Electrical workers.....	1		
" .....	Brass workers.....	1		
" .....	Boilermakers.....	1		
" .....	Sheet metal workers.....	1		
" .....	Horseshoers.....	1		
	<i>Woodworking.</i> .....	4		
" .....	Woodworkers.....	1		
" .....	Upholsterers.....	1		
" .....	Patternmakers.....	1		
" .....	Coopers.....	1		
	<i>Printing</i> .....	6		
" .....	Printers.....	2		
" .....	Pressman.....	1		
" .....	Stereotypers.....	1		
" .....	Bookbinders.....	1		
" .....	Photo engravers.....	1		
	<i>Clothing</i> .....	10		
" .....	Tailors.....	1		
" .....	Garment workers.....	3		
" .....	Hatmakers.....	1		
" .....	Boot and shoe workers.....	5		
	<i>Food preparation</i> .....	2		
" .....	Bakers.....	2		
	<i>Tobaccos.</i> .....	2		
" .....	Cigarmakers.....	1		
" .....	Tobacco workers.....	1		
	<i>Leather.</i> .....	2		
" .....	Saddlers.....	1		
" .....	Trunk and bag makers.....	1		

LABOUR ORGANIZATION IN CANADA—*Continued.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
QUEBEC— <i>Con.</i>	<i>Fur</i>		2	
Montreal	Furriers, fur, fleshers	2		
"	<i>Transport.</i>		13	
"	Railway trackmen	1		
"	Railroad conductors	2		
"	Locomotive engineers	1		
"	Locomotive firemen	2		
"	Railroad telegraphers	2		
"	Railroad trainmen	2		
"	Railroad switchmen	1		
"	Longshoremen	1		
"	Hackmen	1		
"	<i>Glass Manufacture.</i>		2	
"	Glass workers	2		
"	<i>Employees of Public Authorities.</i>		1	
"	Letter carriers	1		
"	<i>Hotel and Restaurant Employees</i>		1	
"	Bartenders	1		
"	<i>Theatre Employees.</i>		2	
"	Theatrical stage employees	1		
"	Actors	1		
"	<i>Barbers.</i>		1	
"	Barbers	1		
"	<i>Laundry Workers.</i>		1	
"	Laundry workers	1		
"	<i>Musicians.</i>		1	
"	Musicians	1		
"	<i>Knights of Labour.</i>		11	
"	Knights of Labour	11		79
Quebec	<i>Building.</i>		4	
"	Bricklayers and masons	1		
"	Carpenters and joiners	1		
"	Stone cutters	1		
"	Builders' labourers	1		
"	<i>Metal, Engineering and Shipbuilding</i>		2	
"	Iron moulders	1		
"	Electrical workers	1		
"	<i>Woodworking.</i>		1	
"	Woodworkers	1		
"	<i>Printing</i>		1	
"	Printers	1		
"	<i>Clothing.</i>		3	
"	Boot and shoe workers	3		
"	<i>Food Preparation</i>		1	
"	Bakers	1		
"	<i>Tobacco.</i>		1	
"	Cigar makers	1		
"	<i>Leather.</i>		1	
"	Tanners and Curriers	1		
"	<i>Fur</i>		1	
"	Furriers, fur fleshers	1		
"	<i>Transport.</i>		12	
"	Railway trackmen	1		
"	Railroad conductors	1		
"	Locomotive engineers	1		
"	Locomotive firemen	1		
"	Railroad trainmen	2		
"	Longshoremen	5		
"	Teamsters	1		
"	<i>Employees of Public Authorities.</i>		1	
"	Letter carriers	1		
"	<i>Barbers.</i>		1	
"	Barbers	1		
"	<i>General Labour.</i>		2	
"	Federal labour	2		

LABOUR ORGANIZATION IN CANADA—*Concluded.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
QUEBEC— <i>Con.</i>	<i>Knights of Labour</i> .....		7	
Quebec .....	Knights of Labour .....	7		38
	<i>Transport</i> .....		2	
Richmond .....	Locomotive engineers .....	1		
" .....	Locomotive firemen .....	1		2
	<i>Transport</i> .....		4	
Rivière du Loup .....	Locomotive engineers .....	1		
" .....	Locomotive firemen .....	1		
" .....	Railroad trainmen .....	1		
" .....	Railway trackmen .....	1		4
	<i>Building</i> .....		1	
St. Hyacinthe .....	Carpenters and joiners .....	1		
	<i>Clothing</i> .....		3	
" .....	Boot and shoe workers .....	3		
	<i>Leather</i> .....		1	
" .....	Tanners and curriers .....	1		
	<i>Barbers</i> .....		1	
" .....	Barbers .....	1		
	<i>General Labour</i> .....		1	
" .....	Federal labour .....	1		7
	<i>Metal, Engineering and Shipbuilding</i> .....		2	
" .....	Machinists and engineers .....	1		4
" .....	Iron moulders .....	1		
	<i>Building</i> .....		1	
Sherbrooke .....	Carpenters and joiners .....	1		
	<i>Tobacco</i> .....		1	
" .....	Cigarmakers .....	1		
	<i>Building</i> .....		1	
Sorel .....	Carpenters and joiners .....	1		
	<i>Transport</i> .....		1	
" .....	Marine engineers .....	1		2
	<i>Building</i> .....		1	
Valleyfield .....	Carpenters and joiners .....	1		
	<i>Barbers</i> .....		1	
" .....	Barbers .....	1		
	<i>General Labour</i> .....		2	
" .....	Federal labour .....	2		4
	<i>Transport</i> .....		1	
Vaudreuil .....	Railway trackmen .....	1		1
	Total number of organizations in Quebec .....			151

ment. Of the 151 local organizations in the province, 32, or a little over one-fifth, belong to the transport group, practically all the organizations in which are composed of members of the several classes of railway employees. In this respect organization in the province of Quebec resembles that in the Maritime Provinces. In another respect, also, there is a strong resemblance. Omitting mention of organization among miners, which in the Maritime Provinces exists only in the province of

Nova Scotia, and constitutes a very large part of the existing organizations of that province, the building trades are, after transport, the most largely represented of any organized groups in Quebec and the Maritime Provinces alike. In Quebec 16 of the existing local organizations belong to the building trades group. In the clothing trades, including under this heading organizations among the boot and shoe workers, and in the metal, engineering and ship-building groups, organization in Que

bec has been almost as extensive, there being fifteen organizations in each of these respective groups. It is to be noted, however, that in regard to the former there are as many as 10 local organizations in the city of Montreal alone, 5 being local organizations of boot and shoe workers, and 3 separate organizations of garment workers, the total is further all but completed by 3 organizations of boot and shoe workers in the city of Quebec. Organization in the transport trades, in the building trades and in the metal engineering and ship-building group, is more generally distributed among different localities.

Of organization in other trades it might be mentioned that there appeared to be five local organizations among the barbers distributed in different localities; seven among the printing and allied trades, six of which are in the city of Montreal; and five in the wood-working and furniture trades, four of which are in Montreal.

Organization in the province of Quebec must also take account of the local assemblies of the Knights of Labour, of which there were thirteen of any importance on July 13. Some of these organizations include in their membership persons of different trades and callings, other are confined pretty largely to persons, practically all of whom follow particular trades. In the classification given in the tables no attempt has been made to discriminate with a view to bringing out these distinctions by indicating the groups of trades to which any of these organizations may be assigned, but all local assemblies of the Knights of Labour have been classified as such.

Of the remaining groups in which organization exists in the province of Quebec, there may be mentioned the following in each of which one, two or three, or possibly as many as four or five scattered organizations exist: food preparation, tobacco, leather, glass manufacture, laundry workers, musicians, hotel and restaurant

employees, employees of public authorities, theatre employees and general labourers.

### Growth of Organization.

Organization in the province of Quebec dates from the year 1844, there having been formed in the city of Montreal, at that date, a local union of stonecutters, belonging to the building trades group. This local union has had a continuous existence ever since that period. This is twenty years earlier than the date of formation of the earliest formed organization in the Maritime Provinces. It was, however, 1861 and 1862 before any of the other organizations, which still exist and have had a continuous existence from the date of their formation, were formed, one of these being in the metal, engineering and ship-building group and the other in the transport group. To this latter group and to the printing trades was confined the organization of these early years. Of the other organizations formed in the 60's, three being in the transport group in the years 1865, 1867 and 1868 respectively, and one in the printing group in the year 1867.

A second organization in the printing group was formed in the year 1870, but there was no further organization during that decade except a local organization in the building trades in the last year, 1879, and one among the workers in the glass manufactory in the same year. This would make a total at the beginning of 1880 of ten local organizations, which have had continuous existence since then. It is deserving of special mention, however, that from the end of 1870 to 1879 there is no record of any organization whatever. It is worthy of note also that this record of organization in the province of Quebec presents an exact parallel with organization in the Maritime Provinces, there not being a single organization recorded in the latter provinces during the same period.

During the 80's there was a considerable amount of organization in the transport group, thirteen new organizations of this

## LABOUR ORGANIZATION IN CANADA,—

## TABLE ILLUSTRATIVE OF THE GROWTH OF LABOUR

Classified group of Trades.	Province.	Year in which												
		1860	61	62	63	64	65	66	67	68	69	1870	71	
Building.....	*Quebec .....													
Metal, engineering and ship building.....	" .....		1											
Woodworking and Furnishing.....	" .....													
Printing.....	" .....								1			1		
Clothing.....	" .....													
Food preparation.....	" .....													
Tobacco.....	" .....													
Leather .....	" .....													
Transport.....	" .....			1			1		1	1				
Glass manufacture.....	" .....													
Employees of Public Authorities.....	" .....													
Hotel and Restaurant Employees .....	" .....													
Theatre Employees .....	" .....													
Barbers .....	" .....													
Laundry workers.....	" .....													
Musicians .....	" .....													
General Labour.....	" .....													
Knights of Labour.....	" .....													
Total number of organizations in the Province of Quebec.....	(1844-1) .....		1	1			1		2	1		1		

\* An organization was formed in the building trades in 1844 and still continues in existence.

group being added. During the same period two organizations were added in the building trades, one in the wood-working and furnishing group, one in the clothing group, one among tobacco workers and one among barbers. It was during this decade also that the Knights of Labour Assemblies were first organized. Altogether 23 organizations were added to the previously existing number.

During the 90's organization followed somewhat more rapidly than during the

previous decade, 43 new organizations being added. Of this number nine were in the clothing group, five in the metal, engineering and ship-building group, four in the transport group, three in the wood-working and furnishing group, two among barbers, four among general labourers, and six were local assemblies of the Knights of Labour. Of other trades to be organized for the first time were one organization of theatre employees, and one organization of employees of public authorities.

ITS GROWTH AND PRESENT POSITION.

DEPARTMENT OF LABOUR, CANADA.

L. O. STATISTICAL TABLES, SERIES B. No. 2.

ORGANIZATION IN THE PROVINCE OF QUEBEC.

organizations were formed.																														Total No. in group in Province.	
72	73	74	75	76	77	78	79	1880	81	82	83	84	85	86	87	88	89	1890	91	92	93	94	95	96	97	98	99	1900	01	02	
						1				1						1		1								1		3	5	1	15
																			1		1						3	6	1	2	15
										1									1										1	2	5
																		1		1					1				1		6
													1								1			3	1	1	3	2	2	2	16
																										1			1		2
									1															1		1		1			4
																										2		1	1		4
								2	4			1		2		4		1		1			1				1	2	3	1	27
						1																									1
																			1										1		2
																													1		1
																									1				1		2
															1							1					1	1	1		5
																												1			1
																												1			1
																						1				3			1		5
													1		2	1		3		1			1		1		2		1	13	
						2		2	5	2		1	2	2	2	7		6	3	1	2	4	2	4	3	3	15	17	20	12	125

Specially noteworthy is the fact that of the total number forty-nine existing organizations out of the 125 concerning the dates of formation of which the department has a record, were formed during the present decade, 17 in the year 1900, 20 in 1901, and 12 up to the end of July of the present year. Noting that there were fifteen organizations formed in the year 1899, the figures would indicate a progressive development of organization during the last four years, accounting for nearly one half

of the total existing number of organizations in the province of Quebec. In this particular also organization in the province of Quebec resembles closely the development of organization in the Maritime Provinces.

General Review.

Briefly reviewing the nature of the development of organization in the province of Quebec, it would appear that during the sixties organization had become known by

the formation of four local organizations in the transport, and one local organization in each of the printing, metal, engineering and ship-building, and building groups, the organization in the latter group however, having been in existence since 1844. During the seventies there was no organization whatever, except in the first and last years of the decade, the two years together accounting in all for but three organizations. During the eighties considerable progress was made in organization in the transport group, the Knights of Labour commenced organization, and one or two new groups were represented for the first time. In the nineties the movement commenced in the eighties progressed favourably, new groups being included and a few local organizations being added in already existing groups, particularly among the boot and shoe workers and persons engaged in the other branches of the clothing trades. The last year of the decade showed a larger representation in the matter of new organizations than was shown for the total of any two previous years taken together, a representation almost equivalent to the total organizations of the five years

immediately preceding. With the nineteen hundreds, organization commenced on a larger scale, both as to the number of trades and callings in which organization took place, and the number of organizations formed each year.

Having regard to the trades as a whole, the transport group gives not only the largest number of existing organizations, but discloses a more steady and continuous development than is to be found in any other group. The building, the metal, engineering and ship-building, and the printing groups give evidence of early organization, and during late years a fairly continuous organization, while among other groups conspicuous for more complete organization of late years, the several branches of the clothing trades and possibly also the barbers are deserving of special mention.

#### Additional Tables.

Labour organization in the province of Ontario will be the subject of the next special article on the growth and development of labour organization in Canada, and will appear in next month's *Gazette*.

### ROYAL COMMISSION OF INQUIRY INTO CONDITIONS IN THE TOBACCO TRADE IN CANADA.

EARLY in the spring season of the present year the attention of the Dominion Government was drawn to certain conditions alleged to be existing in the tobacco trade of Canada, which, in the opinion of a number of the leading Canadian manufacturers, constituted a serious menace to the future prosperity of that branch of industry. Briefly stated, the particular matter concerning which the manufacturers in question complained, was the alleged refusal of the American Tobacco Company to sell certain of its lines to Canadian retail dealers unless the dealers in question purchased their supply of native tobacco from the trust's Canadian factory, the trust having recently obtained control of a factory in Canada. As the lines with

regard to which this alleged discrimination was reported are among the most popular in the trade, the action of the American company, it was pointed out, was calculated to result most seriously.

#### Appointment of a Commissioner.

On these facts being brought to the attention of the Government, a commissioner was appointed to inquire into conditions existing in the tobacco trade, and in a report of the Committee of the Privy Council approved by His Excellency the Governor General on the 3rd of May, 1902, ratifying the appointment, further details were given as to the grounds upon which the Government based its action in

this connection. Under the operation of existing laws, it is admitted, the growth and manufacture of Canadian tobacco has largely increased. The exclusive contract system, however, adopted by the American Tobacco Company and the Empire Tobacco Company of Canada, which is said to be controlled by the first named company, has had, it is alleged, the undoubted effect of shutting out the proprietors of other Canadian factories from the home market, thus tending to create a monopoly, and seriously affecting the interests not only of the manufacturers, but also the growers of tobacco, inasmuch as the closing of most of the factories now using Canadian tobacco would leave only one buyer for the article. The exclusive contract system above referred to, stated briefly, consists in an agreement on the part of the American company to pay eight per cent commission if its goods are handled exclusively, but only two per cent commission if the goods of other manufacturers are also handled, and, on the part of the Empire company, an agreement to allow a rebate of five cents per pound on its manufactured tobacco if the dealer handles no such tobacco other than brands made by the company.

In the opinion of the Minister of Justice, the mischiefs arising and likely to arise from the system referred to, were of sufficient gravity to warrant the undertaking of an investigation under the authority of His Excellency, especially as the provisions of the Criminal Code against combinations in restraint of trade, were insufficient to impeach these practices, and in view also of the action of the Commonwealth of Massachusetts, by which, according to the statements of the Canadian manufacturers, a similar monopoly which the American Tobacco Company had attempted to establish in that State, was destroyed. His Honour Judge MacTavish, of the County Court of the County of Carleton, was in pursuance of this determination, selected to investigate the matters in question, and also to enquire as to the existence or prevalence in Canada of methods of conducting business similar to those

above described. As stated by His Honour in his opening address at Windsor, Ont., the object of the commission was to inquire into the legal aspects of the situation, and to report whether such a commission exists or not, and incidentally to discover the effect, if any, of the alleged conditions upon the tobacco growing industry of Canada. The Commissioner was given power to summon before him any witnesses, and to require them to give evidence on oath, orally or in writing, and to produce such documents and things as the commissioner might deem requisite to the full investigation into the matters into which he was appointed to inquire.

### Sittings of Commissioner.

During the past month the process of active inquiry was begun by His Honour in a session held at Windsor, Ont., on the September 8, and succeeding days. Subsequently the place of inquiry was changed to London, Hamilton and Toronto, at all of which places evidence of a most interesting and important character was adduced.

Without attempting to give a full report of the proceedings before the commission, the following brief review may be regarded as containing some of the main facts of the evidence.

### The Windsor Session.

At the inquiry at Windsor on the afternoon of September 8, three witnesses were produced and examined, the interests of both parties being represented by counsel. The testimony for the most part related rather to the condition of the tobacco industry in Essex County than to the question of the alleged combine. Essex farmers, it was stated, will raise this year about 2,500,000 pounds of tobacco, all of which will reach a ready sale at prices fully 50 per cent above those of the years 1895 and 1896, when 4,000,000 pounds were harvested, and when losses were very prevalent by reason of over production and the

low price offered by manufacturers for the raw leaf. With the improvement in drying and curing machinery and the better regulation of production, tobacco is now regarded as one of the staple products of the Essex farmer.

### The Empire Company's Contract.

It was at the Windsor session, however, that the most important single item of evidence was produced before the commission, viz., a copy of the form of contract or agreement which the American Tobacco Company and the Empire Tobacco Company require all dealers, both wholesale and retail, to sign before permission is granted to handle any of their goods. This evidence was introduced by the counsel for the Ontario tobacco manufacturers. The contract is in two forms, one under the heading of the American Tobacco Company, and dated Montreal, Nov. 1, 1895, and the other by the Empire Tobacco Company, Limited, of Montreal, and without date. The latter company's contract, the more binding of the two, reads as follows :

DEAR SIR,—We are glad to sell our brands of tobacco to you upon the following terms and conditions, viz.:—

(1.) All tobaccos which we may sell to you, you are to sell to the retail trade only for retail purposes; you are to sell none to other than retail dealers, except by our written permission.

(2.) You shall at all times sell our tobaccos at such prices only as we may fix in selling lists sent to you.

(3.) The cost of freight from our factories is to be paid by us, but you will pay the cost of freight to your customers. You will, however, prepay freight to competing points, but to those points only.

(4.) If you handle no manufactured tobacco made from Canadian leaf or made from a combination of Canadian and foreign leaf, excepting the brands made by us, and if you in all respects comply with the terms and conditions of this agreement, we will pay you a rebate of five cents a pound.

(5.) Settlements and payments of rebates are to be made as follows:—Once every 30 days, commencing 60 days from the first day of the month by which this agreement is put in force, provided such shipments have been paid for.

(6.) All obligations upon our part to pay you any rebate for the sale of our tobaccos which we may sell you are and shall be dependent upon your strict compliance with the agreements herein contained, and especially that you will not sell any of our tobacco for a less price or upon different terms than those fixed on our selling lists sent to you. If you should sell or dispose of any of our tobaccos at less than such prices, or on different terms, you shall forfeit

all right to the payment of any rebates on tobaccos which you have previously purchased, and on which rebates have not been paid you, such forfeiture to be determined and declared by us alone.

(7.) Payments for all tobaccos which we may sell to you are to be made by draft, thirty days net from the date of shipment.

(8.) This agreement can be terminated by each party at any time by giving written notice to that effect.

(9.) No employee of this company has any authority whatever to change or modify this agreement or any circular, letter or price list of this company.

(10.) This agreement shall take effect from the date hereof, and shall supersede all agreements regarding our tobaccos then existing between you and this company.

Your agreement in writing hereon to sell our tobaccos under the above terms and conditions when executed by you, will constitute a binding contract between you and our company.

(Signed)

The Empire Company, Limited.

The undersigned agree to sell the tobaccos made from Canadian or a combination of Canadian and foreign leaf of the Empire Tobacco Company, Limited, upon the terms and conditions set forth in the foregoing written proposition to us. To the faithful performance of all of such terms and conditions we hereby agree and bind ourselves.

### The American Tobacco Company's Contract.

The second agreement is that of the American Tobacco Company, and it relates to the trade in cigarettes and specifies the terms upon which they may be handled. It reads in part as follows :—

(1.) All cigarettes which we may send to you, you are to sell to the retail trade only for retail purposes; you are to sell none to other than retail dealers except by our written permission.

(2.) You shall at all times sell our cigarettes at such prices only as we may fix in selling lists sent to you. You shall not sell or dispose of any cigarettes at lower prices than those so fixed.

(7.) If you do not discriminate against our cigarettes in favour of those of other manufacture, and if you do not sell or dispose of any of our cigarettes at less than the list prices, and if in all respects you comply with the terms of this agreement, we will pay you a commission of 2 per cent on amount realized by you from the sale of cigarettes which we may consign to you.

(10.) All obligations upon our part to pay you any commission for the sale of cigarettes which we may consign to you is and shall be dependent upon your strict compliance with the agreement hereinbefore contained, that you will not sell any of our cigarettes for a less price than that fixed in our selling lists sent to you.

(11.) Upon your acceptance in writing of the terms and conditions of this agreement you understand and agree that you will handle our cigarettes exclusively on the terms and conditions herein specified, and in the event that you hereinafter determine to sell cigarettes of other manufacture, you are to notify us in writing of such determination.

(12.) If you shall sell or distribute, or in any way directly or indirectly aid in the sale or distribution of any other cigarettes than those of our manufacture without having first given us written notice of your intention to do so, as required by paragraph 11, you shall not be entitled to claim or receive any commissions not previously paid to you in excess of 2 per cent on any past or future sales under this agreement, and the right and option is hereby distinctly reserved to us to determine and declare that you have surrendered all right to be paid any commission over said rate of 2 per cent if we shall be satisfied that you have in any way aided in the sale or distribution of cigarettes other than those manufactured by us.

(Signed)

The American Tobacco Co. of Canada (Limited).

### Further Evidence Taken.

After the production of the above documents at Windsor, two prominent tobacco growers were called to the stand by the company and testified to the effect that they were perfectly satisfied with prices paid. A witness called by the Canadian manufacturers, however, produced figures to show that the manufacturers are being injured by the action of the Empire Tobacco Company, chiefly in the withholding of discounts for thirty days, at the end of which time, should the wholesaler have handled any goods of an independent Canadian manufacturer in the meantime, a penalty amounting to the loss of the thirty days' profit accruing from the sale of the Empire company's goods is imposed. Further matters of complaint was the compelling of native companies to sell through travellers direct to the retail trade, necessitating heavy outlay for freights.

Further evidence taken at Windsor dealt with various phases of the growing and manufacture of tobacco in Canada. The commission concluded its meetings at Windsor on September 10.

### Other Sessions of the Commission.

At London, Hamilton and Toronto sessions of various lengths were held by the commission, and evidence of various degrees of importance was adduced on several features of the subject of inquiry. For the most part, however, the enquiry was concerned with matters arising out of the situation created by the agreements above quoted, the bulk of the evidence tending to show that the signing of the contract above referred to with the American Tobacco Company, tended to destroy the market for goods of other manufacturers, though several statements were made as to the satisfactory condition of the present situation in the trade. In Toronto it appeared that there was little or no dissatisfaction in certain quarters of the wholesale trade in regard to the manner in which the tobaccos of the American Tobacco Company were sold. The evidence from a number of the retailers, however, was of a different tenor. The commission sat for three days in Toronto.

During the closing days of the month the commission adjourned to Ottawa. Sitings will also be held in Montreal, Halifax, and St. John, N.B.

## WAGES AND HOURS OF RAILWAY EMPLOYEES, CANADA.—(Continued.) LOCOMOTIVE ENGINEERS.

IN the September number of the *Labour Gazette* there was commenced a series of statistical tables of the rates of wages and hours of labour of employees of the several important railway companies in the Dominion. The series was commenced with an article giving particulars as to the manner in which the investigation was carried on by the department, and the methods of classification adopted in tabulating results.

The first of the series of tables, one concerning railway conductors, was also given. In the present number, Table No. 2, giving the current rates of wages and hours for locomotive engineers, appears.

Following the methods previously adopted in regard to the statistical data given, index numbers have been substituted for the names of companies, and the department has not given averages except to a



## RAILWAY EMPLOYEES, CANADA.

DEPARTMENT OF LABOUR, CANADA,

STATISTICAL TABLES, SERIES B, No 9.

## LOCOMOTIVE ENGINEERS.

## TRAINS.

[illegible]

## WAGES AND HOURS OF

TABLE No. 2.—

CLASS OF

PROVINCE.	Railway Co.	PASSENGER.					MIXED.					THROUGH		
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.
			c.	\$	c.	\$ cts.	\$ cts.		c.	\$	c.	\$ c.	\$	
New Brunswick.	15	10 hours=day	...	...	...	2 00	...	...	...	...	...	...	...	...
	16	...	...	...	...	2 00	...	...	...	...	...	...	...	...
	14	...	...	...	...	1 25	...	...	...	...	...	...	...	...
		...	...	...	...	1 40	...	...	...	...	...	...	...	...
	2	Light engines.	...	...	...	...	...	...	...	...	...	...	...	Light engines
		1st y. service.	...	...	...	2 30	...	...	...	...	...	...	...	1st y. service
		2nd y. "	...	...	...	2 50	...	...	...	...	...	...	...	2nd y. "
		3rd y. "	...	...	...	2 70	...	...	...	...	...	...	...	3rd y. "
		4th y. "	...	...	...	3 00	...	...	...	...	...	...	...	4th y. "
	17	12 hours=day	...	...	...	2 70	...	...	...	...	...	...	...	...
	39	10 hours=day	...	...	...	3 00	...	...	...	...	...	...	...	...
	1	Main line.	...	...	...	...	...	Main line.	...	...	...	...	...	...
		Senior rate...	2 <sup>2</sup> / <sub>10</sub>	...	...	...	...	Senior rate.	3 <sup>17</sup> / <sub>100</sub>	...	...	...	...	...
		Junior rate...	2 <sup>7</sup> / <sub>10</sub>	...	...	...	...	Junior rate.	2 <sup>23</sup> / <sub>100</sub>	...	...	...	...	...
		Branch line.	...	...	...	...	...	...	...	...	...	...	...	Branch line.
		Senior rate...	2 <sup>2</sup> / <sub>10</sub>	...	...	...	...	...	...	...	...	...	...	Senior rate.
		Junior rate... (Extra allowance for heavy engines)	2 <sup>23</sup> / <sub>100</sub>	...	...	...	...	...	...	...	...	...	...	Junior rate.
	Quebec	18	...	...	...	...	3 25	...	1st class	...	...	2 50	...	...
		...	...	...	...	...	...	2nd "	...	...	2 25	...	...	2nd "
		...	...	...	...	...	...	3rd "	...	...	2 00	...	...	3rd "
20		...	...	...	...	3 00	...	...	...	...	...	...	...	...
		...	...	...	...	3 25	...	...	...	...	...	...	...	...
		...	...	...	...	3 25	...	...	...	...	...	...	...	...
19		...	...	...	...	...	...	...	...	...	...	...	...	...
22		Main line.	2 80	...	...	...	...	...	...	...	...	...	...	Main line.
		Branch line.	...	...	...	70 00	...	...	...	...	...	...	...	...
21		...	...	...	...	2 75	...	...	...	...	...	...	...	...
23		10 hours=day	...	...	...	2 50	...	...	...	...	...	...	...	...
		...	...	...	...	2 75	...	...	...	...	...	...	...	...
42		...	...	...	...	1 75	...	...	...	...	...	...	...	...
		...	...	...	...	2 00	...	...	...	...	...	...	...	...
		...	...	...	...	2 85	...	...	...	...	...	...	...	...
43		...	...	...	...	...	...	...	...	...	...	...	...	...
2		Light engines	...	...	...	...	...	...	...	...	...	...	...	...
		1st y. service	...	...	...	2 30	...	...	...	...	...	...	...	1st y. service
		2nd "	...	...	...	2 50	...	...	...	...	...	...	...	2nd "
		3rd "	...	...	...	2 70	...	...	...	...	...	...	...	3rd "
		4th "	...	...	...	3 00	...	...	...	...	...	...	...	4th "
		...	...	...	...	...	...	...	...	...	...	...	Cylinder 19 in. over—	
		...	...	...	...	...	...	...	...	...	...	...	1st y. service	
		...	...	...	...	...	...	...	...	...	...	...	2nd "	
		...	...	...	...	...	...	...	...	...	...	...	3rd "	
		...	...	...	...	...	...	...	...	...	...	...	4th "	
3	...	...	...	...	2 30	...	...	...	...	3 15	...	...	...	
	Special runs.	...	...	...	...	84 50-100 00	...	...	...	...	...	...	Special runs.	
1	Main line—	...	...	...	...	...	Main line—	...	...	...	...	...	...	
	Senior rate.	2 <sup>2</sup> / <sub>10</sub>	...	...	...	...	Senior rate	3 <sup>17</sup> / <sub>100</sub>	...	...	...	...	...	
	Junior "	2 <sup>7</sup> / <sub>10</sub>	...	...	...	...	Junior "	2 <sup>23</sup> / <sub>100</sub>	...	...	...	...	...	

## RAILWAY EMPLOYEES, CANADA—Continued.

LOCOMOTIVE ENGINEERS—*Continued.*

TRAINS—*Continued.*

[illegible]

WAGES AND HOURS OF

TABLE No. 2.—  
CLASS OF

PROVINCE.	Railway Co.	PASSENGER.					MIXED.					THROUGH		
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.
			c.	\$	c.	\$ cts.	\$ cts.		c.	\$	c.	\$ c.	\$	
Quebec--Con.		Branch line— Senior rate. 2 70 Junior " 2 65 (Extra allow- ance for heavy en- gines.) 100												Branch line— Senior rate Junior "
Ontario....	27						54 00							
	24	1st y. service. ....				2 00								
		2nd " ....				2 25								
		3rd " ....				2 50								
	25	12 hours=day \$1 per month added for each year in service.					80 00							12 hrs.=day \$1 per month added for each year in service.
	26	10 hours=day 1st class. ....			30									10 hrs.=day
		2nd " ....				3 08								
		100 miles = 1 day's run.				2 83								
	30					1 10— 1 40								
	40						110 00							
	4					2 70— 3 00— 3 15								
	3	Varies accord- ing to dis- trict or divi- sion.	2 70 2 70					Varies ac- cording to district or division.						Varies ac- cording to district or division.
								Senior rate				3 00		
								Junior "				3 70		
												3 00		
												3 40		
		Specified runs					70 00— 112 00							Specified runs.
	1	Junior rate. ....				2 65								Junior rate .
		Senior " ....				2 80								Senior rate..
		10 cents extra per 100 miles for mogul and consolidated engines.			Further West									10 cts. extra per 100 miles for mogul and consolidat- ed engines.
	4	wheel cou- pled engine						4 wheel cou- pled engine						4 wheel cou- pled engine
		Junior... ..	2 70	3 25				Junior... ..		2 90				Junior... ..
		Senior... ..	3 00	3 60				Senior... ..		3 25				Senior... ..
		10 wheel and mogul engine						10 wheel and mogul en- gine						10 wheel and mogul en- gine
		Junior... ..	2 80	3 35				Junior... ..		3 00				Junior .
		Senior... ..	3 10	3 70				Senior... ..		3 25				Senior... ..
		Consolidation engine						Consolidation engine						Consolidation engine
		Junior... ..	2 95	3 50				Junior... ..		3 15				Junior... ..
		Senior... ..	3 25	3 85				Senior... ..		3 50				Senior... ..



## WAGES AND HOURS OF

TABLE No. 2—

CLASS OF

[illegible]

## RAILWAY EMPLOYEES, CANADA—Continued.

LOCOMOTIVE ENGINEERS—*Continued.*

TRAINS—*Continued.*

FREIGHT.					WAY FREIGHT.					WORK AND CONSTRUCTION.									
Per mile.	Per 100 miles.		Per hour.		Per month.	Specified Conditions.	Per mile.	Per week.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.		Per hour.	Per day.	Per month.	
c.	\$	cts.	c.	\$ c.			\$ cts.	c.	\$ c.	c.			\$ c.	\$	c.	\$	\$		cts.
	3	25		3	25							4 wheel coupled engines Junior...	3	25			3	25	
	3	90		3	90							Senior...	3	90			3	90	
	3	35		3	35							10 wheel and mogul engines Junior...	3	35			3	35	
	4	00		4	00							Senior...	4	00			4	00	
	4	15		4	15							Consolidation engine	4	15			4	15	
	3	25		3	25							4 wheel coupled engines Junior...	3	25			3	25	
	3	90		3	90							Senior...	3	90			3	90	
	3	35		3	35							10 wheel and mogul engines Junior...	3	35			3	35	
	4	00		4	00							Senior...	4	00			4	00	
												12 hours = day							
	3	50		3	50								3	50			3	50	
	4	10		4	10								4	10			4	10	
	3	60		3	60								3	60			3	60	
	4	20		4	20								4	20			4	20	
	4	20		4	20								4	20			4	20	
	3	60		3	60								3	60			3	60	
	4	10		4	10								4	10			4	10	
	4	20		4	20								4	20			4	20	

## WAGES AND HOURS OF

TABLE No. 2.—

CLASS OF

PROVINCE.	Railway Co.	PASSENGER.					MIXED.					THROUGH		
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.
			c.	\$	c.	\$ cts.	\$		c.	\$	c.	\$ c.	\$	
B. Columbia —Con.		Mountain section.												Mountain section. Mogul and consolidation.
		Mogul and consolidation.	...	5 25	...	5 25	...	...	...	...	...	...	...	
	35	12 hours = day	...	...	...	4 00	...	...	...	...	...	...	...	
	44	12 hours or 80 miles = average day.	...	...	...	...	75 00— 100 00	...	...	...	...	...	...	
	45	10 hours or 100 miles = day.	4	...	...	4 00	...	...	...	...	...	...	...	
Yukon Ter- ritory ....	34	Per day of 10 hours	...	...	...	6 25	...	...	...	...	...	...	...	Per day of 10 hours.

limited degree, but has confined its statement of rates to the form adopted in the returns made to the department. Different methods of payment sometimes prevail even on roads in close proximity to each other, and in the same province, and to a proper understanding of the rate itself the method of payment is consequently of importance in considering the amount.

### Method of Classification.

The figures presented in the present table are taken from returns made by about 50 different companies in all parts of the Dominion. The data has been classified so as to present the facts in a concrete and simple form, and in a manner best adapted for purposes of comparison. The grouping has been made first of all according to provinces, and within each province according to classes of trains, where a difference in the rates paid has been specified in the returns sent to the department. constitution providing that a credential

of train has been made, the rates have been inserted in the first column appearing, namely, that which gives particulars in reference to rates paid on passenger trains. For each class a further classification according to method of payment, has been made, as for example, where payment is by time or by distance, as per hour, per day, per month, or per mile or per 100 miles. Under the heading 'specified conditions' more complete details are given, as for example, particulars as to the differences according to length of time of service, class of engine used, or the nature of particular routes.

### The Rates Paid.

A glance at the tables will disclose the fact that the most general method of payment to locomotive engineers is that of a rate per day. This rate, it will be seen, varies very considerably on the several roads not only as between provinces, but very frequently as between roads operating

RAILWAY EMPLOYEES, CANADA—*Concluded.*

LOCOMOTIVE ENGINEERS—*Concluded.*

TRAINS—*Concluded.*

FREIGHT.					WAY FREIGHT.					WORK AND CONSTRUCTION.						
Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Special Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.
c.	\$ cts.	c.	\$ c.	\$ c.		c.	\$ c.	c.	\$ c.	\$		c.	\$ c.	cts.	\$ c.	\$
...	5 25	...	5 25	...	.....	...	.....	...	.....	.....	.....	...	.....	...	.....	.....
.....	.....	.....	6 25	.....	.....	.....	.....	.....	.....	.....	Per day of 12 hours	.....	.....	.....	6 25	...
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rotary engine, per day of 10 hours.	.....	.....	.....	7 00	...

within the same province. It has been thought best, however, not to attempt any grouping, but to give instead the rates for each of the companies as specified in the returns made by them. Where no particulars are given, 100 miles or 10 hours may be regarded as equivalent to a day's work, but this is only a rule to be applied generally and may or may not be true in any particular case.

Other Tables.

Statistical tables of the wages and hours of locomotive firemen will be published in the November number of the *Gazette*.

CANADIAN CONFERENCE OF CHARITIES AND CORRECTION.

An important representative gathering of the month of September was the fifth Canadian Conference of Charities and Corrections, which assembled in Hamilton on

the 24th instant, and held a series of meetings during that and the two succeeding days. The conference was organized in Toronto in 1898, and has held annual meetings in that city since. Its object is to bring into closer relationship persons engaged in the work of caring for the neglected and unfortunate classes in the community. During former years its influence has been largely local, and one of the main purposes of holding the meetings of the present year in Hamilton was to create a wider interest in the objects of the conference and to extend the field of its educational work. At this year's conference delegates were present from a large number of localities throughout the province of Ontario, and one or two from other parts. As one of its purposes, the conference has in view the systematizing of charitable and relief work in all parts of the Dominion. Within the range of discussion, every phase of philanthropic work is included, the safeguarding of children, the care of the feeble-minded, the sick, the reform of criminals,

the structure and discipline of prisons and other public institutions, the relief of distress and poverty and in fact anything connected with the welfare of those who are dependent on their fellows for assistance or support.

### **The Hamilton Meeting.**

The opening meeting of the Hamilton Conference was held on Wednesday afternoon, the 24th, and was presided over by Mr. Adam Brown, president of the conference. An address on the objects and aims of the conference was given by Mr. Brown, after which short addresses were delivered by His Worship Mayor Hendrie, and the Hon. J. M. Gibson, Attorney General of the province of Ontario. The most important speaker at the conference was Professor C. R. Henderson, of the University of Chicago, who delivered at the evening meeting of the same day an address on the charitable and prison reform work of the future.

The conference at this session made special arrangements for the publishing of the several papers read before it, and of the general proceedings. In this way the benefits of the conference will be accessible to a larger constituency than was represented at its meetings, and the report when published should be a valuable contribution to the existing literature on the subject of Canadian charities and correction.

Ottawa was chosen as the place of meeting of the next annual gathering of the conference, and the Honourable Sir Louis Davies, K.C.M.G., the president for the ensuing year.

### **ELECTRICAL WORKERS STRIKE, HAMILTON,—ARBITRATION AWARD.**

The following particulars in reference to the arbitration between the Cataract Power Company of Hamilton, Ont., and the electrical workers in its employ, have been supplied by Mr. Samuel Landers, Correspondent of the *Labour Gazette* for Hamilton and district.

For some time past differences between the Cataract Power Company of Hamilton

and its employees, who are members of Local No. 105 of the International Brotherhood of Electrical Workers, have attracted considerable attention in that city and elsewhere. On two occasions the subjects in dispute have led to strikes and on two occasions they have been referred to arbitration. A final settlement of the difficulties was arrived at on September 30 when the arbitrators of the second board made their award.

### **The First Strike and Arbitration.**

During the month of June the employees struck for an all round average increase of 40 per cent in wages, and a reduction in working time. Concessions were not granted by the company, and on the 17th of the month 50 men composed of linemen, polemen, inside wire men, operators, arc light trimmers and others went on strike. They were out for two weeks, at the end of which time it was agreed that the subject in dispute should be left to arbitration, and the men returned to work pending the constitution of a board and its award, it being understood that the rate of wages settled by the arbitrators was to take effect from the date at which the men returned to work. It was agreed that each side should appoint one arbitrator and the two so chosen to appoint a third. The men selected the Rev. C. E. Whitcomb as their arbitrator, and the Cataract Power Company, Mr. C. K. Bruce, K.C. After two weeks negotiations, those appointed were unable to agree on the third party, and both resigned.

### **The Second Strike and Arbitration.**

On August 8 a second strike was declared as the agreement to arbitrate had not materialized. The men were out until the 29th of the month, when it was again arranged with the company that another attempt at arbitration should be made. Mr. W. G. Reid, manufacturer's agent, was selected by the men, and Mr. Wm. Bell, K.C., by the Cataract Power Company as arbitrators on this occasion. They at once chose Mr. H. N. Kittson, wholesale grocer,

as third arbitrator, and the board, thus constituted, commenced the taking of evidence almost immediately.

The award of the arbitrators was rendered on September 30. It gave increases in wages to some of the men, but made no changes as to the working hours. The number of men receiving increases was, however, only seventeen, and of the increases granted the lowest amounted to five cents and the highest to twenty-five cents per day. The following constitute the main features of the award :—

### Terms of the Award.

The changes from the old scale of wages are as follow :—

One gang foreman, was receiving 20 cents an hour, is now getting 22½ cents.

One first-class lineman, was paid 18½ cents an hour, now 19 cents.

Seven second-class linemen, were paid 17½ cents an hour, now 18 cents.

One night trouble man, was \$1.85 a day, now \$1.87½.

One night patrolman, was \$1.50 a day, now \$1.62½.

Three station operators, were \$50 a month, now \$52.50.

Two public are trimmers, were \$1.50 a day, now \$1.60.

One commercial are trimmer, was \$1.50 a day, now \$1.75.

The following wages were not changed by the arbitration ; Ground men, 15 cents an hour ; inside wiremen, 17½ cents ; inside helpers, 15 cents ; meter installation men, 20 cents ; meter installation men's helpers, 15 cents ; meter repair men, 20 cents ; station operators' helpers, \$40 a month ; arc lamp repair men, \$2 a day, or 20 cents an hour ; arc lamp helpers, 15 cents an hour ; meter attendants at the King street station, \$50 a month.

Overtime for all the men is to be paid for at the rate of time and a half, and ten hours are to constitute a day's work. Time and a-half was allowed before the strike for overtime, but the men wanted double time for Sunday work. The arbitrators have not allowed any double time.

### Cost of the Arbitration.

Each party to the arbitration pays half of the costs, except in the matter of the arbitrators' fees. In this the company has to pay more than the men. W. G. Reid, being a non-professional man, was entitled to \$10 a day, while the company's representative, William Bell, was in a position to ask and receive \$20 a day for his services. The third arbitrator, Mr. Kittson, was entitled by law to only \$10 a day, but as he declined to undertake the work unless he was paid \$20 he was allowed that much. Each party pays half his fees. The men's portion of the costs has amounted to about \$120, and the company pays the balance of the \$291.50.

The arbitrators found that in Ottawa and other places, although the voltage was not so high as in Hamilton, there was as much danger of the men being permanently injured, if not killed, at their work as in Hamilton. They concluded that so long as the men were careful there was little or no danger at their work, and if a serious accident happened it would be because of carelessness on the part of the electrical worker. In Ottawa the men in the substation work twelve-hour shifts, whereas in Hamilton they worked in eight-hour shifts, which was considerably easier on the men.

As to the ten-hour day, one of the arbitrators explained this morning that this would make little, if any, difference to the men. The majority of them work by the hour at present, and are not particularly affected by the ten-hour rule.

## GOVERNMENT CONTRACTS AWARDED BY THE DEPARTMENT OF RAILWAYS AND CANALS.

(Information supplied by the Department of Railways and Canals.)

The following is a list of the contracts awarded by the Department of Railways and Canals, and which received the signatures of both parties to them, during the month of August, 1902, together with the minimum rates of wages to be paid to the labourers engaged upon the work, as set forth in the 'Fair Wages' schedule inserted in each contract.

Station at Georgetown, and additions to Morell and Mount Stewart stations, Prince Edward Island. Date of contract, August 15, 1902. Amount of contract, \$3,220.

## FAIR WAGES SCHEDULE.

CLASS OF LABOUR.	RATE OF WAGES.		
	Not less than the following :		
General foreman....	\$2.00	per day of 10 hours.	
Carpenters....	1.25	" 10 "	
Bricklayers....	2.25	" 10 "	
Ordinary labourers....	1.25	" 10 "	
Plumbers....	2.00	" 10 "	
Roofers....	1.25	" 10 "	
Stonecutters....	2.25	" 10 "	
Plasterers....	1.30	" 10 "	

Station at Eel River, N.B. Date of contract, August 28, 1902. Amount of contract, \$1,673.75.

## FAIR WAGES SCHEDULE.

CLASS OF LABOUR.	RATE OF WAGES.		
	Not less than the following :		
General foreman....	\$2.00	per day of 10 hours.	
Ordinary house carpenters....	1.50	" 10 "	
Bricklayers....	2.00	" 10 "	
Painters and glaziers....	1.50	" 10 "	
Labourers....	1.25	" 10 "	

Remodel station at St. Philippe de Neri, Que. Date of contract, August 28, 1902. Amount of contract, \$350.

## FAIR WAGES SCHEDULE.

CLASS OF LABOUR.	RATE OF WAGES.		
	Not less than the following :		
Foreman carpenter....	\$2.00	per day of 10 hours.	
Carpenters....	1.50	" 10 "	
Bricklayers....	2.00	" 10 "	
Masons....	2.00	" 10 "	
Painters....	1.50	" 10 "	
Labourers....	1.00	" 10 "	

Remove portion of rock forming hill known as Gilbert's Island, 1½ mile east of St. John station. Date of contract, August 28, 1902. Amount of contract, \$1.24 per cubic yard.

## FAIR WAGES SCHEDULE.

CLASS OF LABOUR.	RATE OF WAGES.		
	Not less than the following :		
General foreman....	\$2.50	per day of 10 hours.	
Drillers....	1.35	" 10 "	
Strikers....	1.35	" 10 "	
Dynamite handlers....	1.50	" 10 "	
Powder handlers....	1.35	" 10 "	
Labourers....	1.32	" 10 "	
Teamsters....	1.35	" 10 "	
Drivers, one horse and cart....	2.50	" 10 "	
" two horses and cart....	5.00	" 10 "	
" one horse....	2.50	" 10 "	
" two horses....	5.00	" 10 "	

Dwelling for station master, and station, at St. Anaclet, Que. Date of contract, August 28, 1902. Amount of contract, \$3,700.

FAIR WAGES SCHEDULE.

CLASS OF LABOUR.	RATE OF WAGES.	
	Not less than the following :	
Carpenters.....	\$1.50	per day of 10 hours.
Masons.....	2.00	" 10 "
Plasterers.....	2.00	" 10 "
Roofers.....	1.50	" 10 "
Painters.....	1.50	" 10 "
Labourers.....	1.00	" 10 "

LABOUR DISTURBANCES IN GREAT BRITAIN, 1901.

IN connection with a review of labour disturbances in the United States which appeared in the September issue of the *Gazette*, and which, it will be remembered, brought down the record of strikes and lock-outs in that country to December, 1900, it is of interest to note the appearance recently of an official report on strikes and lock-outs in Great Britain and Ireland which contains a concise and accurate account of the various industrial disturbances which occurred in the United Kingdom during the year 1901. The report is issued by the Labour Department of the Board of Trade, London, and the information it contains has been obtained as a result of the general method of inquiry pursued by the department in the compilation of previous volumes in the same series. Monthly statistics of all labour disputes occurring in the United Kingdom are, in the first place, published in the *Labour Gazette*, following which a preliminary review is given in the January issue of the *Gazette* for the next year. To ensure the accuracy necessary in a permanent statistical record, however, a final revision, together with an embodiment of all details, is reserved until the August following, when it is presented in the form of an official annual report of the department, and when not only is a record of the strikes and lock-outs which have occurred included, but a reference is also added to the

work done during the year by the various conciliation and arbitration boards in settling labour disputes throughout the United Kingdom.

Comparison with Preceding Years.

In the report just to hand it is noted that the labour disputes in Great Britain during 1901 were remarkable neither for number nor for magnitude. The number of disputes arising in 1901 was less than in any previous year since 1897. The number of persons directly or indirectly involved were also smaller, although from the standpoint of aggregate duration the figures for 1901 were larger than for either 1899 or 1900, while very much smaller than the similar returns for 1897 and 1898. Thus in 1901 the total number of labour disputes was 642 as compared with 648 in 1900, 719 in 1899, and 864 in 1897. These disputes involved 179,546 persons as against 188,538 in the previous year. The aggregate duration in lost working days was 4,142,287 as compared with 3,152,694 in 1900, and 15,289,478 in 1898. A feature also of British industrial disputes of 1901 was that they included no one stoppage of sufficient importance to overshadow all the others, although the mining and quarrying groups of trades reported a displacement of 112,981 men as against 22,489 involved in the metal, engineering and ship-building trades which follow next on the list

in point of numbers affected by disturbances during the year.

### Numbers and Work-time Involved.

Roughly speaking, about two per cent of the industrial population of Great Britain was involved in the disturbances of 1901, with an average loss of about twenty days per head of those affected. Spread over the whole industrial population the loss amounted to about half a day per head. In the mining and quarrying groups of trades the proportion stands highest at 12·4 per cent as compared with 9·1 per cent in 1900, and 10·8 per cent as a mean percentage for the period of 1897-1901. In the building trades the figures under this heading are the smallest shown since 1898. In 1900 the average duration of disputes was 19 days.

### Principal Strikes of the Year.

A brief reference may be inserted here of the more important labour disputes in Great Britain during 1901, as selected from the detailed statement of strikes and lock-outs, which comprises a separate section of the departmental report. In regard to numbers involved, a strike of colliery work-people at Aberaman, in January, for an advance in wages was the most important, throwing 4,200 men out of work, although the strike lasted only eight days and resulted in an advance of 16½ per cent in the wage bill. Following this a strike of trawl fishing boat engineers, fishermen, &c., at Grimsby, which lasted for over three months and which involved 4,000 men, may be noticed. In the neighbourhood of 3,000 colliery work-people at Clydach Vale also went on strike for four months during the year, alleging grievances as to the supply of timber in the mines. Some 2,500 at Merthyr, Wales, struck to compel 50 non-unionists to join the South Wales Miners' Federation, and 2,313 miners at Rotherham also struck in connection with the supply of timber. Miners at Treharris, Wigan, Sunderland and Pontefract went on strike in numbers ranging from 1,430 to 1,720. In the engineering and ship-

building trades, 2,625 employees at Govan and 1,005 at Leith were the most important strikes. A strike of 1,009 weavers at Glossop and 1,340 boot and shoe operatives in London may also be mentioned in this connection, although the duration of the strike in both cases was less than a fortnight.

### Causes of Disputes.

Desire for a higher scale of remuneration was as usual the most frequent cause of dispute, occurring in 1901, though not to such a marked extent as in previous years. Thus of the total number of 642 disputes 402 were either for an increase of wages or against a decrease, or for other conditions arising out of the wages question. There was noted, moreover, a marked increase in the number of disputes arising out of resistance to reductions in wages. Under this head it is reported that there were 101 disputes in 1901 involving 25 per cent of all the work-people directly engaged in work disputes as compared with 46 disputes in the previous year, involving nine per cent of the people affected. Hours of labour were a more important factor in the strike situation than in any year since 1899, although still relatively of small importance. Refusal to work with non-union men and questions arising in connection with the adjustment of working conditions caused an increased number of labour disputes as compared with the previous three years.

### Results of Disputes.

On the whole the results of the labour disputes of 1901 in Great Britain were more in favour of employers than in 1900. Direct negotiations between the parties concerned, or their representatives, were the means of ultimate settlement in the great bulk of instances, 71 per cent of the total, embracing 80 per cent of the persons involved, being settled in this manner. Forty-five disputes were settled by the return to work of the men on the employer's terms, without negotiations, 89 by the replacement

of workmen, and five by the closing of the works in question.

### Conciliation and Arbitration.

The number of labour disputes settled in Great Britain during 1901 by means of conciliation and arbitration shows an increase upon the figures of previous years. Though the number of actual stoppages effected by this means was only 41, these included some of the most widespread and important of the labour disturbances of the year. The number of persons involved in these disputes also shows an increase upon the figures of the years 1898-1900 though little change was noticed in the number of work-people affected in disputes arranged by mediation and conciliation as compared with the figures of the two previous years. The settling of strikes and lock-outs, however, forms only a very small proportion of the work of the permanent conciliation and arbitration boards and joint committees in England, and as usual these agencies were chiefly concerned during the year with the prevention of strikes and lock-outs rather than with their settlement. Thus some 685 cases are known to have been settled by the various permanent boards of conciliation and arbitration during the year, quite apart from the disputes which were dealt with under the Conciliation Act or by the mediation of individuals. The alterations effected in working conditions by these boards without any stoppage of work were very considerable, and the fact that not less than 75 per cent of all the changes of the year as measured by the numbers of workmen affected, were arranged by sliding scales of wages, boards or other methods of arbitration and conciliation, whereas only two per cent of the changes followed upon strikes and lock-outs is an emphatic testimony to the value of the services of these boards and committees to the industrial life of the country.

The report notices with satisfaction that the first half of the present year, 1902, has in Great Britain been exceptionally free from serious labour disputes.

### EMPLOYEES MUTUAL BENEFIT SOCIETY AT PETERBOROUGH, ONT.

The organization recently of a mutual benefit society among the employees of the Canadian General Electric Company, Limited, of Peterborough, Ont., is an event of very general interest to work people. For some time past there has been a feeling among the employees of the company in question that some means should be provided for mutual assistance in the event of distress through sickness or accident, whereby the benefits of such assistance might be conferred as a right and not as a charity. The company itself lent its support to the scheme to the extent of presenting the sum of \$1,000 to the men as a nucleus of a fund for the purpose, on condition that 60 per cent of the employees agreed to enter the proposed organization. A number of meetings of foremen were accordingly held and a set of rules and by-laws to govern the operations of the proposed society were drawn up under information furnished by officers of other similar societies throughout the Dominion and from other sources. The effort met with success, and some 500 out of a roll of 650 employees became members of the society.

### Constitution and By-laws.

Among the more important by-laws of the new society may be mentioned a section which forbids the discussion before the society of any difficulty between employer and employee, whether in regard to wages or on other matters, and the introduction of party politics or religious sectarianism. With regard to membership and dues the employees are divided into two classes:—Class A, consisting of all members making an average monthly wage of \$23.50 and over, who are taxed 25 cents per month, and class B, which consists of all members who make less than that sum, and who are taxed 13 cents per month. The management of the society is vested in a president, vice-president, a secretary, a treasurer and one representative from each department, the various duties of which are carefully

allotted. The matter of benefits is also fully dealt with. Class A is to receive 66 $\frac{2}{3}$  cents per day, members not to be paid for the first six days' sickness unless ill for two full weeks, except in the case of an accident. On the death of a member in class A, \$30 is to be paid to assist in defraying funeral expenses. Class B members are to receive one-half the benefits of class A. In all cases the sickness must not have been caused by personal drunkenness, gross carelessness or immoral conduct, and the period over which benefits are to be received is limited to thirteen weeks. When it becomes known that any member of the society has been reduced to a state of pecuniary distress, his case may be reported to the visiting committee, whose duty it is to examine and report thereon, the board of management having the ultimate right to give or refuse aid, though in no case must the sum exceed \$10. There are full particulars added in the constitution as to procedure in the payment of dues, the presenting of notices of illness, fees of physicians, and in regard to funds and meetings of the association.

### POPULATION OF CANADA BY AGES.

The 10th Bulletin of the 4th Census of Canada, recently issued, contains some interesting statistics as to the ages of the population of Canada. According to the tables therein presented, the North-west Territories lead in the matter of the largest proportion, per 1,000, of persons under ten years of age, with Quebec and Manitoba closely following. Quebec, however, stands first in the number of persons under twenty years of age, with Manitoba second, and the North-west Territories third, Ontario is lowest, with 418.5 per 1,000. Western Canada is undoubtedly the region of young men in the Dominion, as shown by the large proportions of those ranging from twenty years of age to under forty-five. Western Canada, also, has the lowest showing in regard to persons over seventy, Prince Edward Island, Nova Scotia, New Brunswick and Ontario rank-

ing in the order named for precedence in this class.

While the birth rate in Quebec is high, the general belief that the death rate among young children in that province is also high is not borne out by the census figures. The number of children under five years of age in Quebec is larger than in Ontario by 13,021, in spite of the fact that the latter province numbers one-third more of total population than the former.

A remarkable decrease is shown in the proportion of persons under the age of one year in Ontario and Prince Edward Island. 'When all the details of the census of 1901 are published,' the Bulletin states, 'data will be afforded for some interesting studies on the ages of the people—especially along the lines of race and religion. Whatever the cause of the decrease in the number of children may be, it is obviously not a decrease in the number of the married population.'

### WAGES AND HOURS OF LABOUR IN GREAT BRITAIN, 1901.

The general rise in the rates of wages, as was pointed out in a special article in the *Labour Gazette* for June, and incidentally in subsequent issues, has been so characteristic a feature of the present industrial season in Canada, makes the subject of wages and hours of labour in other countries one of particular interest to the working classes of the Dominion at the present moment. Especially is this true of conditions in Great Britain, where the experience of the past eighteen months has the additional value of presenting many points of contrast with developments in this respect in Canada. The appearance of the 9th annual report of the Labour Department of the Imperial Board of Trade, in which the changes in the rates of wages and hours of labour recorded in the United Kingdom during 1901 are fully dealt with is particularly opportune, though the statistics reported have full reference only to

conditions up to the beginning of the present year.

Only these changes are regarded in the British report which indicate a rise or fall in the price of the same quantity or quality of labour. The report, moreover, does not deal with changes in average earnings arising out of variations in the extent of employment offered. Rates of wages, it is remarked, are not necessarily the same thing as earnings, as they tend in bad times to be somewhat above earnings, and in good times to fall somewhat below. Returns from employers, employers' associations, trade unions, and official sources, with close observation of the daily press form the basis of the department's inquiry.

### General Tendency of Wages.

For the first time since 1895 a decline in wages is recorded in Great Britain. The upward movement which began in 1896 culminated in 1900, when the general level of wages stood higher than in any other year for which statistics exist. It should be noted, however, that the changes in wages affecting a few large bodies of work-people effectually dominate the net result of all the changes reported during 1901. Some fifty of the principal bodies of work-people affected by changes in wages, number 844,805 persons or over 90 per cent of the total number. Speaking particularly, the net reduction in the weekly wages' bill amounts to £74,423 as compared with increases of £214,771 in 1900, £114,656 in 1899, £95,114 in 1898, and £45,000 in 1897. Spread over the total number employed the average change per head amounts to a reduction of 1½d. per week in 1901, as compared with increases of 5½d. in 1900, 2½d. in 1899, 2½d. in 1898, and 1d. per week in 1897. It is accordingly apparent that the fall in wages during 1901 offsets only to a very slight degree the total rise in the four proceeding years. These figures, however, it is pointed out, do not represent a change in the total earnings of the working classes, still less in their real purchasing power, which is effected by other circumstances

such as variations in the prices of commodities, &c.

### Classes of Work-people Affected.

As already mentioned, the net result for the year was largely influenced by declines in the wages bill of one or two particular classes of employment. The fall of wages in the mining industry alone accounted for over 80 per cent of the total weekly decrease in 1901. A considerable decline also occurred in the metal trades, but in the other industries the net result for the year was a slight increase measured by the total amount of the computed decrease in 1901. The fall, as above stated, was greatest in the mining and quarrying industries in which the weekly wages bill was reduced by £62,635, or an average of 1s. 8½d. per head of the 725,750 work-people affected. Measured, however, by the greatest amount of decrease per head of those involved, the fall was heaviest in the metal, engineering and ship-building trades, in which 103,216 work-people sustained an average net reduction of 4s. 1d. per head. Of the total number of work-people involved in changes in the rates of wages, 429,715 received increases, and 492,518 sustained decreases. There were of course a considerable number of work-people engaged in mining and quarrying and in the metal, &c., group, who received increases, though the balance of decreases more than compensated for the gains.

The total net decrease in the weekly wages bill in Great Britain during 1901 was £77,343, but as the changes took place at different dates during the year, their effect on the total amount of wages paid was, of course, less than would be obtained by multiplying the above figure by 52. 'The best estimate that can be framed,' says the report, 'having regard to the dates as well as the amount of changes, shows that the decrease in the wages bill of 1901, due to changes in rates of wages alone (apart from any variations in the number of the labouring population) was about £1,584,000. The decrease in the wages bill

in the mining and quarrying industry was £1,075,000, and in the metal, &c., industry, £760,000. Against these totals have to be set estimated net increases in other trades aggregating £251,000. The net result—a decrease of £1,584,000—compares with a net increase of £6,000,000 in 1900.’

### Hours of Labour.

Since 1895 the reductions in hours of labour in Great Britain were never fewer for any one year than in 1901. In 1901 only 29,276 work-people were affected by changes in hours of labour of which total 586 had their hours lengthened and 28,690 had them shortened. The net result was a reduction of 58,728 hours per week or an average of two per head of those affected, which, as is pointed out in the report, is quite an infinitesimal fraction of the total working hours of the industrial population. In the past nine years in fact the total reductions in hours represent, when spread over the total industrial population, an average reduction of less than ten minutes in the weekly working hours.

Among the trades chiefly affected under this heading were the printing trades of London and Glasgow, and the coal mining industry in Durham, and at different points in Scotland.

### Conciliation and Arbitration.

With regard to the methods by which changes in hours of labour and rates of wages have been arranged, the report notes

with satisfaction an increased tendency to settle labour difficulties arising in this connection by conciliation and arbitration. ‘During 1901 only two per cent of the work-people whose wages were changed were engaged in disputes on this account. This percentage is the lowest recorded. In the case of three-fourths of the work-people, the changes were arranged by conciliation, arbitration, wages boards, sliding scales, and similar machinery. The fact is, of course, connected with the prevalence of agencies of this kind in the coal and iron trades, which were those most affected by wages-changes in 1901.’

### Preliminary Figures for 1902.

The first half of the industrial season of 1902 is characterised in Great Britain by a continuation of the tendency remarked in 1901. Up to August of the present year about 681,000 were affected by changes in rates of wages, namely, 32,000 by increases and 649,000 by decreases. Of the latter, 625,000 were employed in mining and 23,000 in the metal trades. Thus while the fall of miners’ wages has been more widespread in 1902 than in 1901, that of wages in the metal trades has been much more restricted.

As far as reported, 12,617 work-people have had their weekly hours of labour changed, the net result of all changes being an average decrease of about 1½ hours per week.

## TRADE DISPUTES DURING THE MONTH OF SEPTEMBER.

THERE were very few new industrial disputes during the month of September, and with the exception of two strikes in Toronto, involving 60 and 70 employees respectively, which commenced during the last week, and the strike of moulders at St. Catharines, commenced on the 29th of the month, which were in continuance at the end of the month, the numbers affected were few, or the duration

of the strike short. In all cases, except the two strikes in Toronto, and one in St. Catharines, the disputes were terminated during the same month, and in one case within two days after the commencement.

### Strikes Commenced and Terminated During the Month.

In Chatham, Ont., there was a small strike of tailors affecting three firms and

eighteen employees, which lasted for three days. The cause of the trouble was a demand for an increase of wages on piece work. From the reports of the employers it would appear that the men had acted with undue haste in declaring the strike inasmuch as two of the firms were willing to concede the increase demanded and the men went out only because the third firm had not granted the concession, the head of the firm being absent at the time. On the return of the latter the increase was promised and the men returned to work. The scale of prices asked for, constituted a ten per cent increase on what had formerly been paid, and the union to which the strikers belonged secured an agreement from the firms to pay the scale for the next two years.

At Crowe's Iron Works, Guelph, Ont., a strike of 40 moulders, members of the Iron Moulders Union Local No. 212, took place on the 11th of the month. The cause of the strike was a demand for an increase in wages from \$2.25 to \$2.50 per day. The firm alleged that as the minimum wage had been raised to \$2.25 at the beginning of the year the demand for an additional raise of 25 cents per day was excessive. The matter, in the first instance was referred to an arbitration board constituted of equal representation from the National Foundrymen's Association and the Iron Moulders' Union of America, but the board failing to come to a decision the men went out on strike. On the 24th of the month, however, the strike was terminated by the firm agreeing to pay the increase demanded with the understanding that it would be at liberty to institute a system of piece work at a later date. Sixty employees were indirectly affected by the strike, as well as the forty immediately affected.

A curious result of the strike at the Crowe Iron Works was a misunderstanding which arose in the Woodyatt Factory between the employees and the management. In the latter establishment the men were given patterns from the Crow Iron Works to use, but the first man to whom they were given refused to work and was followed by

several others, all refusing to use the patterns of a foundry where a strike was on. The first man was discharged, whereupon the rest of the men struck in sympathy with him, the men alleging that according to the rules of the union the action of the company in discharging the man under such circumstances constituted a lock-out. On the day following, the strike at the Crowe Iron Works having been satisfactorily terminated in the interval, the men in the Woodyatt factory returned to work.

Sixty stonemasons employed on a building in the stockyards at Point St. Charles, near Montreal, quit work on the 16th of the month, because of the refusal of the contractors to pay a uniform rate of 30 cents per hour to all of the men in their employ. The men were members of a local union and thirty cents was the rate fixed by the union as a minimum. On the demand of the union being presented to the contractors twelve of the workmen, alleged to be the most inefficient, were discharged, the remainder were taken back on the following day, the contractors agreeing to pay to them the rate demanded by the union. It is alleged by the contractors that for some time work being scarce they could only afford to employ the best men, and men who formerly worked for twenty and twenty-five cents per day were asking to be kept at work at these latter rates. On finding that they were obliged to pay the union rates the contractors decided to keep in their employ only such men as were most efficient.

The strike of 40 lightermen took place in Quebec, in consequence of a demand made upon one of the employers for payment in case of demurrage. The demands of the strikers were conceded after the strike had been in continuance for two days, and the men returned to work.

### Strikes in Continuance at the End of the Month.

One of the strikes commenced in Toronto during the month was that of the employees of a local contractor in the building trade, who refused to recognize the

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, NO. 24.

TRADE DISPUTES OF THE MONTH OF SEPTEMBER.  
I.—DISPUTES WHICH COMMENCED PRIOR TO BEGINNING OF THE MONTH.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Establishments affected.	Approximate No. of Employees affected.	Date of commencement.	Date of termination.	Result.
Ontario.....	Toronto .....	Carpet factory employees.	Objection by employees to introduction of clock system of recording arrivals and departures from work, and other causes.	1	300 .....	July 16	Sept. 19	During course of strike a large number left for factories in U.S., others returned to work, remainder voted to declare strike at end on date given. No concessions were granted.
Nova Scotia.	Halifax ...	Printers.....	Introduction of non-union man upon union staff.	1	15 .....	" 26	" .....	No concessions reported at end of month.
Ontario.....	Hamilton.....	Electrical workers	Delay in arbitration proceedings to settle former strike commenced in June.	1	35 ...	Aug. 8	Aug. 20*	Strikers returned to work on arbitration board being duly constituted.
Ontario .....	Berlin .....	Woodworkers.....	Objection by union to piece work and other conditions.	1	58 .....	" 8	" .....	No settlement reported at the end of the month.
Ontario.....	Bowmanville ..	Piano workers....	Refusal of employers to concede demands of union for abolition of contracts, reduction in hours of labour, and increase in rates of wages.	1	130 .....	" 12	Sept. 22	Left to the president to adjust after men returned to work.
Ontario.....	Toronto ...	Moulders .....	Refusal of company to grant increase of 15 per cent in wages and other demands, and alleged discrimination against union men.	1	30 ....	" 16	" .....	No settlement reported at end of month.
Ontario.....	Ottawa.....	Plumbers and steamfitters.	Refusal of employers to grant men's demand for regulation of shops, for new minimum wage of 25½c. an hour.	10	54 ...	" 25	Sept. 4	Compromise by which 25 cents minimum per hour granted; shop regulations to be the subject of subsequent negotiations.

\* Settlement not reported to Department until September.

II.—DISPUTES WHICH COMMENCED DURING THE MONTH.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Establishments affected.	Approximate No. of Employees affected.	Date of commencement.	Date of termination.	Result.
Ontario. . .	Chatham.. . .	Tailors.....	Demand for 10 p.c. increase in scale of prices.	3	18	4 Sept.	2 Sept.	8 Employers granted increase, and accepted new scale for two years.
Ontario....	Guelp. . . .	Iron moulders . . .	Refusal of firm to grant men's demand for increase in minimum wage from \$2.25 to \$2.50 per day.	1	40	60 " 11	23 " "	23 Increase granted, with understanding that firm should be at liberty to institute a system of piece work.

Quebec. ....	Pt. St. Charles	Stone masons. ....	Demand by union for uniform rate of 30c. per hour.	1	60	Sept. ....	Sept. 16	Sept. 17	Rate granted to forty-eight men, the balance not being regarded as sufficiently efficient were discharged.
Quebec. ....	Quebec. ....	Lightermen. ....	Demand for payment in cases of demurrage	1	40	.....	"	"	Demand of strikers conceded.
Ontario. . . .	Guelph. . . .	Iron moulders. ....	Refusal of men to use patters from foundry where strike was in progress.	1	23	.....	"	23	On strike in other firm being settled men returned to work.
Ontario. ....	Toronto. ....	Plasterers, labourers and other building trades employees.	Refusal of contractor to recognize union and alleged discrimination against union labour. Strike ordered by Federated Building Trades Council.	1	60	.....	"	25	No settlement reported at end of month.
Ontario. ....	Toronto. ....	Jewelry workers. . . .	Demand of union for reduction in hours of work from 5½ to 4½, per week, not conceded by two firms, others having signed agreement granting reduction.	2	70	...	"	26	No settlement reported at end of month.
Ontario. ....	St. Catharines	Moulders. ....	Demand for 9 hour day, and change in method of wage payment from piece rate, to specified time rate.	1	50	...	"	29	No settlement reported at end of month.

*Toronto*  
local carpenters' union, and is alleged to have discriminated against union labour for some time past. The strike was ordered by the Federated Building Trades Council on the 24th of the month, and employees to the number of 60 quit work on the following day. No settlement of the difficulty was reported at the end of the month.

The other Toronto strike was that of the employees of two of the jewellery establishments in the city. The local Jewellery Workers' Union had demanded a reduction in the hours of work from fifty-two to forty-nine per week and were successful in obtaining a signed agreement from several of the local firms granting this reduction. Two of the firms, one employing 10 hands, and the other 60, refused to sign the agreement, alleging that sufficient notice had not been given. A strike was declared against these firms on the 26th instant, and no settlement had been reported at the end of the month.

On the 29th of the month the employees in the employ of the dash and metal works at St. Catharines went out on strike for a 9-hour day, and a change in the method of wage payment from piece rate to specified time rate. About 50 men were directly employed. No settlement of the difficulty was reported at the end of the month.

Disputes Commenced Prior to September.

Of the disputes which commenced prior to September, and were in continuance at its commencement, the most important, with the exception of a strike of woodworkers in one of the local factories in Berlin, Ont., were settled during the month. The longest standing of these disputes was that the employees of one of the local carpet factories in Toronto, who went out on strike because of their objection to the introduction of the clock system of recording arrivals and departures from work, which they claimed had the effect of reducing the time allowed them at noon hour. Other demands for reduction in the hours of labour and for increases in the rates of wages were added subsequently. Some 300 em-

ployees came out on strike originally. During the course of the strike about 150 left for carpet factories in Philadelphia, some 50 others returned to work, and the remainder, on September 18, voted to declare the strike at an end. No concessions were granted.

The electrical workers in Hamilton, who had terminated a previous strike on the understanding that the matter should be referred to arbitration, but who declared a second strike in as much as there had been a lengthy delay in the matter of constituting an arbitration board, returned to work on the 29th day of August, arrangements having been satisfactorily made by that time for the constitution of the board. During the month evidence was taken by the board, and the proceedings before it were ended before the close. An account of the proceedings and award is given in a separate article in the present number of the *Gazette*.

The piano workers in the employ of a piano factory at Bowmanville, who to the number of 130 quit work on the 12th because of the refusal of the firm to concede demands of the union for the abolition of contracts, reduction in the hours of labour and increases in the rates of wages and other conditions, returned to work on September 22, on the understanding that the matter should be adjusted by the president of the company after their return.

Plumbers and steamfitters in Ottawa, Ont., who to the number of 54 quit work on August 25, because of the refusal of employers to grant the demands of the men for a minimum wage of 25½ cents an hour, and for certain shop regulations concerning apprentices, &c., returned to work on September 4, having compromised on the wage question with the understanding that 25 cents per hour should be granted as the minimum wage, and that the subject of shop regulations was to be a matter of consideration after their return.

### Other Strikes.

The only strikes in continuance at the commencement of September, and not con-

cluded at the close, excepting cases where the continuance of the strike is largely nominal, the places of the strikers having been filled, or the firms carrying on their work with reduced staffs, were the strikes of 15 printers in the city of Halifax, the strike of 30 moulders in one of the foundries at Toronto, and the strike of the woodworkers in Berlin, Ont. This last named strike commenced during the month of August and involves about 60 employees. One of the most important furniture factories in Berlin has been closed for several weeks in consequence of it. The strike was occasioned through the refusal of the firm to grant the demands of the local union in regard to rates paid for work done and other matters.

The table published herewith is a compilation of the trade disputes in the Dominion of Canada, which began or were in continuance during the month of September, and which have been reported to the department.

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### COMPULSORY ARBITRATION RESOLUTIONS BY CANADIAN MUNICIPAL ASSOCIATIONS.

During September two important municipal associations of Canada held annual meetings, at which a number of topics of considerable interest to labour were discussed. The convention of the 'Union of Canadian Municipalities,' at which delegates from all over the Dominion were present, was held at Montreal on the 15th, 16th and 17th of the month. A few days earlier the 'Ontario Municipal Association,' representing the more important towns and cities of the province, met at Brockville. Although the subjects under consideration at both meetings were of similar tenor, the opinions expressed, and the resolutions passed, were in certain instances diverse. Especially was this noticeable in the attitude of the two associations with regard to compulsory arbitration in the event of disagreement between companies operating public franchises and their employees.

## The Montreal Convention.

The resolution passed in this connection by the 'Union of Canadian Municipalities' was as follows :—

That in the opinion of this union it is desirable that legislation should be enacted making it compulsory on the part of companies operating public franchises, and their employees, in the event of any grave dispute or disagreement between them, which might tend to public inconvenience, disorder and loss of property, to resort to a properly constituted tribunal or referee for settlement of such dispute; and that the executive be authorized to seek the necessary legislation in this direction.

Other resolutions adopted by the union, of more or less interest from the standpoint of labour, were the following —

That the Union of Canadian Municipalities having heard with satisfaction of the intention of the Dominion Government to consult the executive of this union in the drafting of the forthcoming Government Bill concerning telephone companies, hereby specially authorizes, and hereby instructs the executive committee to press this business to a conclusion, in the interests of the municipalities of the Dominion, large and small, so that they may obtain and retain their rightful control of the streets in connection with the telephone business, full facilities, if desired, for control of local franchises, Government control of all long distance connection, effective control of rates and class of instruments and service, and all other protection to municipal bodies and citizens they may find it possible to secure.

That this union petitions the legislatures of the various provinces of the Dominion to entirely abolish bonuses to manufacturers by municipalities, and that the municipalities be requested to individually present similar petitions to their respective legislatures.

That this Union of Canadian Municipalities, desiring to further the cause of municipal ownership of public utilities, would recommend to the legislatures of the various provinces, the establishment of a Government bureau of public ownership for the collection and dissemination of information respecting the movements of the day in this most important field of civic effort, believing as this union does, that such a Government bureau in each province would be of very great benefit to the municipalities, aiding them, as it undoubtedly would, in wise and practical legislation and administration.

That a memorial from this convention be forwarded to the Quebec legislature asking them to follow the example of the province of Ontario in establishing a bureau, and appointing a Commissioner of Good Roads, and in granting aid to municipalities towards defraying the cost of building permanent roads.

That the executive of the union be instructed to consider what steps should be taken to induce the railways of Canada to grant market day rates of a fare and a third, on one day in each week for the purpose of enabling residents in rural communities to more readily transact business with cities, towns and incorporated villages.

## Ontario Municipal Association.

At the meeting of the 'Ontario Municipal Association,' action similar to that tak-

en at the Montreal convention was recommended on the subject of municipal bonuses, and a resolution was passed recommending that the granting of a bonus to secure the location of industrial enterprises either directly or indirectly, be prohibited. A motion to provide for compulsory arbitration in cases of dispute between companies operating franchises on the public streets, and their employees, whereby the public convenience might be impaired, was voted down, the reason being that in the opinion of the convention, a large body of employees could not be compelled to arbitrate or the decision of the arbitrators be enforced against them.

## ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, SEPTEMBER, 1902.

During the month of September the following orders were given by the Post Office Department for the supplies below mentioned ; all of these orders were given subject to the regulations for the suppression of the sweating system and securing payment to the workmen and working women of fair wages, and the performance of the work under proper sanitary conditions :

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps ; also type and brass crown seals.....	\$ 750 18
Making and repairing rubber dating and other hand stamps and type.....	24 30
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink....	314 34
Supplying and repairing post office scales.	143 50
Supplying mail bags.....	1,002 70
Repairing mail bags.....	780 78
Supplying and repairing mail locks and keys, also other mail bag fastenings and fittings.....	2,679 30
Supplying and repairing street letter boxes, postal letter boxes and mail clerks' tin travelling boxes.....	318 00
Miscellaneous orders for making and repairing postal stores.....	12 25
Making up and supplying articles of official uniforms.....	305 00

## UNIONS FORMED DURING THE MONTH OF SEPTEMBER, 1902.

The Department of Labour has received notice of the following organizations as having been formed during the month of September :—

### *New Brunswick:*

St. John—Builders' Labourers.

### *Quebec:*

Montreal—Retail Boot and Shoe Dealers Association.

### *Ontario:*

Renfrew—Tailors.

Toronto Junction—Builders' Labourers.

Galt—Shoeworkers.

" Sawsmiths.

Guelph—Carpenters and Joiners.

### *British Columbia:*

Victoria—Boilermakers' Helpers.

## REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during September, 1902 :—

### CANADIAN REPORTS. Canadian Shipping.

List of shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of the Dominion of Canada on December 31, 1901 ; Ottawa, King's Printer ; pages 351 ; price 25 cents.

The total number of vessels on the registry books of the Dominion on December 31, 1901, was 6,792, measuring 64,483 tons registered tonnage, or an increase of 57 vessels and 4,949 tons over the figures of 1900. At an assumed average value of \$30 per ton, the value of the registered tonnage of Canada on December 31, last, amounted to \$19,934,490. This includes old and new vessels, sailing vessels, steamers and barges. The number of new vessels built and registered in Canada during 1900 was 335, measuring 34,481 tons registered

tonnage, which at a value of \$45 per ton, gives \$1,551,645 as the value of new vessels for the year. The list issued by the Department of Marine gives the name of each ship, her official number, the port at which she was then registered, her rig, where she was built, &c. A comparative statement is also given in the list of the tonnage of the maritime states of the world.

### Canadian Insurance Companies.

Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1901 ; Ottawa, King's Printer ; 582 pages.

The business of fire insurance in Canada was carried on during 1901 by thirty-eight companies, of which nine were Canadian, twenty-one British and eight American. Two Canadian and two American companies transacted inland marine insurance also, and two Canadian companies took risks on ocean marine. The sum of \$9,650,348, or an increase of \$1,318,400 over 1900, was received from premiums during the year, and \$6,774,956 paid for losses, or about \$1,000,000 less than that paid in 1900. The gross amount of policies, new and renewed, taken by fire insurance companies was 821,522,854, the premiums charged thereon amounting to \$11,688,958. The rate of premiums was much higher than that of 1900. As compared with 1900, the amount taken among Canadian companies was \$16,042,198. The average rate of premiums charged on each \$1,000 of risk taken in 1901 was \$14.02 as against \$12.04 in 1900.

### Canadian Fisheries Report.

Supplement No. 1 to the 34th Annual Report of the Department of Marine and Fisheries. Special reports by Prof. E. E. Prince, Dominion Commissioner of Fisheries ; King's Printer, Ottawa ; 30 pages.

The special reports contained in this volume are three in number, namely, 'on the hatching and planting of trout,' 'on the planting of predaceous fish,' and 'on the aim and method of fishing legislation'; the two first are largely of a technical nature. Under the heading of fishery legislation, however, the subject is approached

from a point of view which is of very general interest. The false impression that fishery regulations are merely a means of securing a revenue to the Government is combatted by a statement of the Government's policy with regard to the fisheries of the Dominion, in the carrying out of which all revenue resulting was ancillary and incidental, the right of imposing a tax for revenue being one which the Dominion Government has most studiously refrained from exercising. The public's interest in the proper carrying on of the fisheries, however, is held to be sufficient grounds for a system of regulation. The four-fold basis and aim of the fishery legislation is stated to be (1) the preservation of the fish, (2) the interests of the fishermen as an industrial community, (3) the interests of the state as a whole and (4) international interests. Corresponding to these four great interests, the report groups the fishery laws of the Dominion under four categories separated under ten separate divisions. Though the treatise does not aim to be exhaustive, it is intended to outline the main types of fishery legislation as illustrated under the Canadian law, accompanied by a brief suggestion as to their rationale and basis.

### Ontario Mining.

Report of the Bureau of Mines, 1902 ; King's Printer, Toronto ; 309 pages.

The year 1901 saw substantial progress in the mining industry of Ontario, especially in its three most important branches, namely, the production of iron, copper and nickle ores. As compared with 1898 the total output of metallic and non-metalliferous product in Ontario shows an increase in value of \$4,595,209, or 63 per cent, metallic products alone showing an increase of 191 per cent. As compared with 1900 the gain in the production of metals is about 100 per cent. To the metalliferous output of 1900 copper contributed 11 per cent, nickle 37, and pig-iron 33 per cent, a total of 81 per cent. In the mining of nickle and copper the advance during the year was very marked, the output

of both metals in 1901 being the largest yet reached.

As an indication of the interest taken by the general public in the mining affairs of the province, it may be mentioned that 47 mining companies were incorporated under the Ontario laws during the year with a nominal capital of \$27,716,000, while 13 companies of foreign origin took out licenses to sell stock and hold real estate in the province with a nominal capital of \$12,250,000, the total number of companies being 60, with an aggregate nominal capital of 39,966,000. In 1900 the number of companies was 57, with a total nominal capital of \$32,403,999.

The total area of Crown domain granted in 1901 under the provisions of 'The Mines Act' was 40,001 acres, which realized \$53,276.52, as compared with 59,099 acres, realizing \$97,166.69 in 1900.

For the first quarter of 1902 the aggregate value of the production of the Ontario mines was \$1,254,685 as against 824,076 for the first quarter of 1901, an increase of 52 per cent, gold, silver, nickle and copper showing increases, and iron ore and pig-iron decreases.

Full statistics of the metallic output for the year 1901 constitute the bulk of the report. Other optics treated at some length are summer mining schools, the provincial Assay office, Ontario at the Pan-American, mineral industries of Sault Ste. Marie, various metalliferous belts, and a detailed description of the mines of Ontario.

### UNITED STATES REPORT.

#### Ohio Labour Statistics.

Twenty-fifth Annual Report of the Bureau of Labour Statistics of the State of Ohio ; State Printer, Columbus ; 843 pages.

This report is divided into six parts, in which the laws governing the establishment of the Bureau and recent Ohio labour laws and court decisions are given, and the various subjects coming under the head of manufactures, coal mining, prison labour, working women and free employment offices, dealt with.

In Part 1 the various laws relating to labour, and amendments which have been enacted during the year, are printed in full, as well as the text of several important court decisions having to do with workmen. Part 2 gives a summary of the manufactures throughout the state in 1899 and 1900, and shows the method adopted in gathering the information. Extensive tables follow, giving particulars as to the various manufactures in detail. Part 3, dealing with coal mining, opens with a short history of coal mining in the state, and reviews briefly the legislation in force for the protection of miners. Tables are printed, giving the amount of coal mined, capital invested, value of the product, &c. Part 4 cites the provisions of the label law relating to convict-made goods, and prints correspondence between the Bureau and its agents as to the violation of the law. Part 5 deals with the subject of working women and gives a summary for the cities of Cleveland, Columbus, and Cincinnati. Of the total number interviewed, the average wage was found to be \$4.83 per week and expenses for board and lodging \$2.44. Correspondence relative to the refusal of certain establishments to permit agents of the Bureau to make investigation is printed in full, together with the report of the inspector at Cleveland. Tables are given showing in detail the conditions surrounding working women.

The concluding portion of the report, Part 6, deals with free public employment offices and chronology of labour bureaus, and is accompanied with tables showing details. A comparative statement for the cities of Cleveland, Columbus, Cincinnati, Dayton, and Toledo, shows that in 1901, the number of situations wanted in the case of males, was 12,635, help wanted, 11,727, and positions secured, 8,155, the figures for the year previous being respectively, 11,079, 6,608 and 4,714. In 1901, for the same cities, the number of female applicants for positions was 10,688, help wanted, 16,547, and positions secured, 8,682.

## BRITISH REPORT.

### Mines and Quarries.

General report and statistics relating to persons employed and accidents in mines and quarries in the United Kingdom, and to the enforcement of the Mines and Quarries Act, 1901; King's Printer, London; 122 pages.

According to this report of the Imperial Home Office, the total number of persons employed at mines in the United Kingdom during 1901 was 839,178, and at quarries 94,188. Of those employed at mines, 666,626 worked under ground, and of the residue 5,588 were females. Compared with 1900 there was an increase of 22,384 men working under ground and 1,912 males and 365 females working above ground. The total figures are the largest yet recorded. The number of persons employed inside of quarries shows a decrease of 673 during 1901, while in the number of those employed outside an increase of 956 is registered.

In 1901, 1,075 separate fatal accidents occurred in the mines and quarries of the United Kingdom, causing the loss of 1,229 lives. Compared with 1900, this marks a decrease of 48 in the number of fatal accidents, but an increase of 52 in the number of lives lost. The worst accident during the year was the explosion of fire damp at the Universal Colliery, Glamorganshire, which caused the loss of 81 lives. So far as the mere number of deaths is concerned, the statistics of 1901 show no improvement on previous years. As the number of workers, however, is now more than four times as great as it was half a century ago, the dangers of the occupation have been reduced to one quarter what they then were. Measuring the death rate also on the basis of the amount of material raised at mines, the statistics show that whereas in 1851, 19 persons were killed per 1,000,000 tons of coal raised, in 1901 only between 4 and 5 lives were lost for a like quantity of mineral. Two-thirds of the explosions of 1901 were due to naked lights, illegal use of matches or the illegal opening of safety lamps. The report contains full returns and classification of all the mining acci-

dents reported in Great Britain during the year.

## AUSTRALIAN REPORT.

### New South Wales Factory, Shops and Early Closing Acts.

Report of the working of the Factory and Shops Act, Early Closing Acts, &c., during the year 1901; Government Printer, Sydney; 25 pages.

The statistics for New South Wales for 1901 show a material increase in the number of factories and hands employed. In all, the official books at the end of the year showed a total of 2,195 factories with 42,273 hands employed. The more marked increases of the year have been in the number of factories connected with the manufacture and preparation of articles of food and drink. The shirt-making industry also reported a very marked development, although the building trades did not show the evidences of expansion characteristic of the season of 1900.

Considerable difficulty was experienced, according to the report, by the factory inspectors in excluding children under the statutory age from factories. Special regulations are also recommended for the controlling of dangerous trades. The second year's experience of the working of the Early Closing Act has demonstrated, in the opinion of the Department of Labour, that after the inconvenience of readjustment under the new Act was overcome, the shopkeepers as a whole have settled down to the new conditions.

The bulk of the report is devoted to the special reports of the factory inspectors and to tables of various returns of the manufactures of the colony.

## EUROPEAN REPORTS.

### Year-book of Labour Legislation.

Annuaire de la législation du travail, publié par l'Office du Travail, Ministère de l'Industrie et du Travail, Royaume de Belgique; Bruxelles, 1902; 627 pages.

The fifth year-book of labour legislation published by the Department of Labour of Belgium, the first of which appeared in 1897, contains the text of the legislative enactments affecting labour passed by the different countries of the world during the year 1901, with an appendix to the year-book of 1900. The measures affecting the wage-earners of the world, the text of which is given in the volume, are reported as 93 for the year 1901. Of these Germany has enacted 7, Austria 1, Belgium 6, Denmark 1, France 6, Great Britain 6, New South Wales 6, South Australia 1, Victoria 2, New Zealand 4, British Columbia 1, Nova Scotia 3, Quebec 2, Greece 2, Italy 4, the Grand Duchy of Luxembourg 1, Holland 7, Sweden 2, one federal and 3 cantonal Swiss measures, Peru 1, the United States (federal) 1, California 7, Colorado 1, Connecticut 5, Florida 1, Massachusetts 5, Michigan 1, Missouri 5, and New York 3.

The scope of these measures is of considerable extent, comprising amongst other things shops and factories Acts, Sunday observance, the employment of women and children, Acts regulating the working of coal and other mines, and providing for the protection of those engaged in them, shop closing Acts, apprenticeship, the recognition of trade unions, old age and ill-health, pensions, compensation for accidents, conciliation and voluntary or compulsory arbitration, Acts respecting wages and hours of labour on public works, the inspection of bake-shops, &c.

## RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopsis of cases affecting labour are taken from the latest law reports and other legal records of the different provinces of Canada :—

### ONTARIO CASES.

#### Conviction for using Union Label for Non-Union Goods.

In a recent prosecution under the Inland Revenue Act a conviction was obtained because a cigar dealer had sold a number of non-union cigars in a box bearing the Union label.

The dealer was charged with a violation of Section 320 of the Inland Revenue Act (being Revised Statutes of Canada, chapter 34). This section reads as follows :—

‘Every manufacturer of tobacco or cigars, and every other person who, except as permitted by this Act, packs, puts up or has in his possession tobacco or cigars in packages which have been before used for that purpose, shall, for the first offence, incur a penalty of ten dollars for each box or package so unlawfully used, and for each subsequent offence, a penalty of fifty dollars for each box or package so used.’

The chief evidence given was that of a person who stated that he was acting for the Cigarmakers’ International Union, number 55. It appeared that, giving an assumed name, he told the dealer that he wanted to buy one thousand of a certain brand of cigars, but that it was necessary that they should have the union label. He admitted in his evidence that he did not think he could get one thousand cigars of that kind with the label, because the manufacturers had stopped making union cigars, and that his object therefore was to find out if the dealer was selling non-union cigars in boxes bearing the union label. He added that the dealer promised him the cigars in boxes bearing the union label ; that he said he would take one box in advance, and that the dealer then took fifty cigars from the non-union box and put them into a box bearing the union label, and said that he would do the same with the remainder of the order.

The dealer himself gave evidence to the effect that he had changed the cigars from one box to the other at the suggestion of the purchaser, the preceding witness. He also said that he had given the purchaser the box from which the cigars had been taken as well as the union box into which they had been put at his suggestion.

The police magistrate dismissed the case, which was then appealed to the County Court judge. Before the latter it was argued that the Inland Revenue Act was only for the protection of the government, and that as the government had not lost any money or had not been defrauded by the transaction in question there could be no conviction under the Act.

The court held otherwise, however, and convicted the cigar dealer, who was fined ten dollars.

(Miller vs. Engel. Decision of Judge Monck, rendered at Hamilton, Aug. 1902).

#### The Legal position of Labour Unions.

A decision recently given by the Master in Chambers at Toronto shows that the tendency in this country is to place labour unions in the same position as incorporated bodies, as regards their liability to be sued, following in this respect a recent decision given in the English courts. The point arose in an action taken by the Metallic Roofing Co. against the Local Union No. 30 of the Amalgamated Sheet Metal Workers’ Association, as well as against several individual strikers. The union made an application to have it declared that it could not be sued as a union. The Master in Chambers, however, stated that that was not his opinion, but instead of dismissing the application, he allowed it to be continued, so that the point could be decided by the higher court at the trial. The Master in Chambers added that his opinion on the subject agreed with that given by Mr. Justice Meredith in the case of *The Massey-Harris Co. vs. Woodward*, where his lordship is reported to have said : ‘*Primâ*

*facie* the union has some legal existence. The name is indicative of such as used by its members. It has a constitution and by-laws, and was formed under the charter of the Iron Moulders' Union of America, issued under what seems to be the common seal of that body, of which the union here is apparently a part. One naturally thinks that the larger body, at all events, must be incorporated somewhere, or otherwise have some legal existence and capacity, and it might not be difficult to throw considerable light upon the matter at the trial.'

In *The Massey-Harris Co. vs. Woodward*, however, the application was also continued until the trial, but as the case was settled before the trial, the point was never decided by the court.

(*Metallic Roofing Co. vs. Local Union No. 30, Amalgamated Sheet Metal Workers' Association*.—Decision given at Toronto, September 10, 1902.)

### Liability of Strikers for Picketing.

An interesting decision respecting the liability of employees on strike for inducing others to break contracts which they have previously entered into with their employers was recently decided by the police magistrate of Kingston.

It appeared that a number of men employed by the Canadian Locomotive Works Co., Kingston, had, on account of some dispute, gone on strike. Some time afterwards, the company summoned three of these former employees (who were also members of the local union) for picketing, and for inducing one of its employees to break his contract. The evidence was to the effect that a machinist from Dundas, engaged by the company under a contract whereby he was paid twenty-two cents an hour by the company and a bonus of \$5 per week, for at least four weeks, by the Amalgamated Metal Association, was induced to stop work by the accused. It appeared that they had intercepted this man near the company's works and elsewhere upon various occasions, and had advised him to leave

the town. Eventually, one of the accused lent him the sum of \$5 to enable him to leave, as he thereupon did. The police magistrate found the accused guilty, and fined them each \$50 and costs. It is stated that an appeal will be taken from this decision.

The section of the Criminal Code which applies to such cases is as follows:—

'Every one is guilty of an indictable offence and liable, on indictment or on summary conviction before two justices of the peace, to a fine not exceeding one hundred dollars or to three months' imprisonment, with or without hard labour, who, wrongfully and without lawful authority, with a view to compel any other person to abstain from doing anything which he has a lawful right to do, or to do anything from which he has a lawful right to abstain—

(a) uses violence to such other person, or his wife or children, or injures his property; or

(b) intimidates such other person, or his wife or children, by threats of using violence to him, her or any of them, or of injuring his property; or

(c) persistently follows such other person about from place to place; or

(d) hides any tools, clothes or other property owned or used by such other person, or deprives him of, or hinders him in, the use thereof; or

(e) with one or more other persons, follows such other person, in a disorderly manner, in or through any street or road; or

(f) besets or watches the house or other place where such other person resides or works or carries on business or happens to be.'

### An Alien Labour Case.

An appeal has been taken in the case of *R. vs. Hayes*, reported in the last number of the *Labour Gazette* (page 188). In this action, Hayes, the secretary-treasurer of the Toronto Carpet Company, was convicted under the Alien Labour Act for having engaged in Lowell, Mass., men to work at the factory in Toronto. One ground for the appeal appears to be that it is contended that the man imported was really a British subject. The case, however, has not yet been argued on its merits.

## QUEBEC CASES.

**The Responsibility of Employers.**

Joseph Marcoux was employed in working upon the construction of a wharf. The stones which were used for this purpose were brought to the wharf in boats, and as the wharf was higher than the boats a scaffold was used to unload them. This scaffold was composed of two platforms, one higher than the other, the stones being taken from the boat to the first platform, from the first platform to the second and from there down to the wharf. One day, during the course of the work, the foreman pointed out that there were too many stones on the first platform, and forbade the workmen to leave so many there; the same afternoon some of the workmen themselves, and amongst them the carpenters who had built the scaffold, protested that too many stones were being put on the platform, and that an accident was likely to happen if this was not changed. Nevertheless on the same afternoon, Marcoux, together with several other workmen, again put a large number of stones on the platform, which was thus broken, dragging into the water the stones and the men who were then on it. At the moment of the disaster, Marcoux was apparently bending down to pick up a stone, and he likewise was thrown into the water and drowned.

Marcoux's widow sued his employers for \$5,000 damages, claiming that his death was caused by their negligence, as he was employed to put stones upon a scaffold which was not sufficiently well built to bear their weight. At the trial the court, however, held that the responsibility of the employer ceased as soon as he had taken all necessary measures to protect his employees from danger; that this had been done in this particular case; and that as the accident was caused by Marcoux's own imprudence in continuing to place so many stones on the scaffold after he had been expressly forbidden by the foreman to do so, there was no right of action against his employers. The action was, therefore, dismissed with costs.

From this judgment Marcoux's widow appealed, and the full court reversed the decision of the trial judge, stating that in order to free himself from responsibility, an employer must either personally or through his foreman not only order his employee to discontinue work considered to be dangerous, but must also either personally or through his foreman see that such orders are carried out; and that if this is not done he is responsible for an accident which happens as a result of the non-observance of these orders. Judgment was accordingly given in favour of Marcoux's widow for \$1,000 and costs.

From this second judgment the employers appealed to the Court of King's Bench, which on March 10, 1902, confirmed the judgment last referred to. The employers have taken another appeal from this judgment, and the case will probably be again argued in the Supreme Court of Canada.

(*Fournier vs. Lamoureux*.—Judgment given by the Court of King's Bench, sitting at Quebec, March 10, 1902.)

**An Action for Wages.**

One Kelly brought action against the Canadian Pacific Railway Company, claiming \$257.15 damages for breach of contract. He alleged that he had been employed by one of the company's foremen for a certain fixed period, but that before the expiration of that period, he had been dismissed. The company, on the other hand, denied that this foreman had any authority to engage any one for the time stated; and also set up that Kelly had signed a document which released and discharged the company from any claim he might have against it for wages. Kelly asserted that this release was obtained by violence and fear. It appeared in evidence that the company's employees had refused to give him a pass home or any of his pay unless he signed such discharge. The court, therefore, set the release aside, and awarded Kelly damages to the extent of \$147.50.

(*Kelly vs. Canadian Pacific Railway Co.*—Judgment given by Mr. Justice Fortin, at Montreal, September 30, 1902.)

DOMINION OF CANADA

# THE LABOUR GAZETTE

ISSUED BY

THE DEPARTMENT OF LABOUR

BY ORDER OF PARLIAMENT

NOVEMBER, 1902

*(PUBLISHED MONTHLY)*



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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 5.

NOVEMBER, 1902

Price Three Cents

The LABOUR GAZETTE wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,

OTTAWA, November 15, 1902.

The strike of the miners in the anthracite coal fields of Pennsylvania, which was terminated on October 15, was the most important industrial conflict which this continent has witnessed for some time. Its effects upon conditions in Canada was great and far-reaching, and had the dispute taken place in this country itself, it could hardly have received more attention from the local press than was given to it during the concluding weeks of the strike. Because of the extent to which conditions in Canada were being affected in consequence of the strike, and because of the critical situation which would have been created by its continuance, the Department of Labour commenced during the month a special investigation on the general subject of the coal situation in Canada and the effects of the strike upon conditions here. The results of this investigation are published in the present issue of the *Gazette*. Owing to the extreme interest of the subject and the fact that all classes in the community have to some degree been affected, it has appeared advisable to publish

the results of the investigation in full, even at the sacrifice of other subjects of current and general interest, this alternative being inevitable in consequence of the limited space in the *Gazette*.

The subject is dealt with in six parts:—

Part I. is introductory and gives an account of the significance of the investigation conducted by the department, its extent, and the methods pursued in making it;

Part II. gives a general account of the economic effects experienced in this country;

Part III. continues the subject of the preceding part by reports in detail from the special correspondents of the *Gazette*, illustrating conditions in the several cities of the Dominion;

Part IV. has to do with the subject of prices of anthracite and bituminous coal, and is almost entirely statistical. It contains price schedules for the present and two preceding years, giving detailed information from localities throughout the Dominion based upon official returns made to the department by retail coal dealers and the department's special correspondents;

Part V. deals with the coal production and supply of Canada, this subject being among the most important of those receiving general consideration at this time.

Finally, in Part VI., a brief review is given of the strike itself.

To admit of the publication of this material, the special articles on the rates of wages and hours of employment of railway

employees, and on labour organization in Canada, which were to have appeared as part of a series of special articles on these subjects, commenced in the September number of the *Gazette*, have been held over until next month.

The formation of an Employers' Association in the city of Toronto was an important event of the month, and an account of its formation and of the objects and by-laws of the association is also given in the present number.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF OCTOBER.

### I. GENERAL SUMMARY.

THE month of October showed no tendency towards a discontinuance of the general prosperity of labour which has been a leading feature of the present industrial season all over the Dominion. The most noteworthy phenomenon of the month from an industrial and labour standpoint has had to do with conditions arising out of the strike of anthracite coal miners in Pennsylvania. This subject is treated at length in a special article in the present issue of the *Gazette*, and consequently no mention need be made of it here, except by way of noting the interest with which the disturbance was regarded by work-people throughout Canada. This in some cases manifested itself in donations of money in aid of the striking miners from various Canadian labour organizations, the Dominion Trades and Labour Council taking the initiative in sending out an appeal to workmen all over Canada for the raising of funds to be placed at the disposal of the strikers.

There have been few instances during the month of increases in the rate of remuneration of labour, though the tendency may be said to be still in the direction of a high level in localities and trades which have not as yet experienced to the full the influence of the present season's movement in this connection. The cost of living similarly shows no tendency to go backward, the recent and still present inflation of coal prices being the leading characteristic of the market, though, of course, only of a temporary nature.

The number of strikes in Canada reported to the department during the month was

small, and excepting the strike of longshoremen commenced at Montreal near the close of the month involved small numbers of employees.

The demand for workmen in the west still continues, and though the primary need is for men to assist in the various operations arising out of the threshing and marketing of the crops, there is an extensive call for craftsmen in many trades at higher rates of wages than have been offered in many seasons.

### The Industrial Situation.

In the older provinces the season of greatest activity in the agricultural industry is now over for the year, though the marketing of the various crops is affording a considerable amount of employment. Some disappointment has been felt in Ontario as the result of the comparatively low standard, in quality rather than in quantity, of this year's apple crop, which has had an unfavourable effect on the returns of both growers and shippers. The apples are reported to be large, well-formed, and unusually free from worms, but the scab is worse than it has been in years. In this connection the preliminary report of the inspector of the Ontario Department of Agriculture on the fruit pest known as San José scale, which has been recently published, is of interest. In some few districts also an over-production of sugar beets is complained of, the farmers in certain localities of Ontario having gone too extensively into the raising of this crop.

In the mining industry throughout the Dominion normal conditions may be said

to prevail, except in regard to the impetus to coal production imparted by the Pennsylvania strike. In British Columbia, the feeling of hopefulness commented upon as a feature of the September situation, continued during the month and reacted favourably upon the general business and trade situation in that province.

### The Lumber Industry.

The lumber industry has been exceptionally active throughout Canada during October. The winter's operations of cutting have been begun in the woods, in spite of the unprecedented difficulty of securing shantymen, who, in the Ottawa district alone, are estimated to have left for work on the limits, to the number of 5,000 men during the past three months. Interest in lumbering circles has also been greatly aroused by the revival of the square timber trade with Great Britain, and the output of this product is expected to be the largest in several years. Some difficulty in this connection is being experienced in finding the skilled labour necessary for the manufacture of square timber, the hewers, liners and scorers which are demanded requiring to be much more expert than the customary log maker. With the decline of the square timber business a few years ago, the men then engaged in the occupation left it in large numbers, and its revival accordingly finds the number of competent men few, in spite of the exceptionally high wages that are being offered. The general labour stringency in the lumber industry is expected to be relieved as the mills throughout the Dominion cease operations, and the completion of harvesting operations in the North-west releases the men engaged in it. An interesting event of the month has been the reports of explorations under direction of the Crown Lands Department of Ontario of the white pine areas of the province, which are said to be much more extensive than was originally supposed. In British Columbia the unprecedentedly active conditions which have marked the entire season in the lumbering industry continued during October, and the development of the Cana-

dian North-west by the influx of American settlers is expected to encourage and render permanent a still more active domestic trade in the products of the British Columbia forests. A number of United States saw-mills are coming into the province, and in spite of the import duty, Canadian shingles are finding a market in the United States. Prices have shown a marked tendency to stiffen. In the pulp wood industry the event of the month has been the imposing by the United States of an export duty on Canadian pulp equal to the amount of the license duties removed by the Ontario and Quebec governments. There is now charged a duty of 25 cents per ton on mechanically ground pulp, and 25 cents per 1,400 pounds on chemical pulp or sulphite shipped from Canada into the United States.

### Rules for Lumber Camps.

Regulations to govern employers of labour and employees in unorganized districts of Ontario, with a view to preventing a recurrence of the small-pox outbreak of last season have been issued by the secretary of the Ontario board of health. They are as follows:—

Shantymen, miners and other employees of lumbering camps, mining camps, saw-mills, smelting works and other industries or any railway construction camp, are hereby notified and cautioned by the Provincial Board of Health, under the Act respecting sanitary regulations in unorganized territories. It is required:

1. That all owners, managers, agents or foremen, or other persons in charge, employ only vaccinated persons; that all employees are equally required to comply with the regulations.

2. That all employers of labour shall contract with a medical practitioner for their employees and works, and are authorized to deduct from the pay due to any employee a sum not less than 50 cents and not exceeding \$1 per month.

3. That a hospital for the care of the sick must be provided by every employer, and that the men are entitled not only to regular treatment therein, but also to have the camps and surroundings inspected regularly and maintained in good sanitary condition.

That failure on the part of any person to comply with any regulation of the Provincial Board of Health, renders him liable to the penalties provided in the Act.

### The Fishing Industry.

Interest in the fishing industry of Canada during October has been chiefly centred in the concluding operations of the

season in British Columbia. The coho season there reached its height and good catches were reported, the price paid at the canneries being  $12\frac{1}{2}$  cents per fish. Few dog-salmon have been taken this year, though trade in this product between British Columbia and Japan has now reached the point where its permanence is thought assured. Over 2,500 tons have been packed on the coast for this trade during the present season, the market giving signs of more favourable conditions than were realized last year. As until the establishment of this trade there was no market for this class of fish, the numbers of men employed in packing the dog-salmon this season are specially significant. The whole Oriental market for British Columbia fish products, in fact, is receiving an unusual amount of attention during the present season. Large shipments of canned salmon have also entered the port of Vancouver during the month from the northern provincial ports for transshipment via the Canadian Pacific Railway to the English market. On the Atlantic coast, the Department of Marine and Fisheries, in order to promote still further the lobster fishing industry of the maritime provinces has sanctioned the erection of three new lobster hatcheries in the Gulf of St. Lawrence, one at Shippegan Island in the centre of the lobster canneries of northern New Brunswick, the second at the entrance to Shemogue harbour, midway between the canneries of Shediac and Cape Tormentine districts, and the third at Lobster Point, a few miles from Charlottetown. The lobster fishing industry, it may be remarked, is second only to the catch of salmon, in the race for premier place in the fishing industry of the Dominion, greatly exceeding the mackerel and herring fisheries, which follow next in order. In the last named fisheries in Nova Scotia the catches of the month have been disappointing.

### Manufacturing.

The feature of the month in manufacturing circles is the extent to which new factories are being built and equipped, es-

pecially in the province of Ontario, the number of extensive concerns incorporated under the laws of the province being particularly large. It is impossible of course to enumerate these in detail, though special mention may be made of the large works for the manufacture of agricultural implements that are being established by the Deering Company at Hamilton. The inauguration of the manufacture of beet sugar at Berlin, Dresden and Wallaceburg in Ontario also calls for special mention. Another noticeable event of the month in manufacturing circles was the opening of the new power canal of the Clergue establishment at Sault Ste. Marie, which is expected to be the forerunner of still further industrial developments on a large scale at that point. The annual meetings of two large milling companies of Canada, the Lake of the Woods Company and the Ogilvie Company are also important events of the month from a manufacturing standpoint, in view of the satisfactory statements that were issued to the shareholders of these large concerns.

### Transportation.

The activity of the transportation companies throughout the Dominion has been another very prominent feature of the month just closed. Towards the end of October the resumption of coal shipments in part accounted for this, but the movement of the grain crops of the west was undoubtedly the chief problem with which Canadian transport had to deal during October. On the whole it may be said that the situation was fairly met, in spite of the serious complaints of car shortages which have been received from several localities. Lethbridge, N.W.T., for instance, on account of the great demand for coal mined there, has particularly suffered, and at various points in Manitoba and the Territories elevators are reported full and unable to receive the additional grain which the farmers are anxious to market. Light is shed on the general situation in the matter of the movement of the grain of the west, however, by the fact that there has been shipped from

the port of Montreal to foreign parts between the opening of navigation and the first of October of the present year, 13,688,000 bushels of wheat, as compared with 10,713,000 bushels during the corresponding period of last year, there being a falling off, however, in shipments of oats, corn, and pease, though cheese shipments have grown from 1,291,000 boxes to 1,431,000 boxes this year. On the whole, therefore, the grain, under the conditions of the present season, is being moved more rapidly than ever before, much more having been already disposed of than a year ago, although the shipping season this year, owing to harvest conditions, opened ten days later than in 1901. There was also a considerable demand on the railways in connection with the movement of the apple crop of Ontario, of which large shipments were sent into the Northwest as well as east to Montreal for export.

During the month the counties of Lake St. John and Chicoutimi voted \$100,000 in favour of the proposed trans-Canada railway. The extent to which railway construction operations have been carried on the various old lines throughout Canada has also been a feature of the present season, and of the month just closed.

### Annual Railway Meetings.

The 21st annual meeting of the shareholders of the Canadian Pacific Railway Company was held in Montreal on October 1, when the annual report of the directors, to which reference was made in the September issue of the *Gazette*, was presented and discussed. Besides referring to the various particulars therein presented, the meeting also discussed the offer of the company to establish a fast Atlantic service under subsidy of the Dominion government.

The Grand Trunk Railway Company also held its annual meeting in October, when the report of the railway's operations for the half year ending June 30, 1902, was presented and unanimously approved. The first half of the year, according to the president, had been one of progress and prosperity, and the directors were enabled to re-

commend the payment of the full dividend on the second preference stock of the company which had received no dividend out of the first half year's revenue since 1883. The gross receipts for the period showed an increase of £89,406 over last year, the number of passengers carried being greater by 320,414, and the tons of freight moved showing an increase of 61,275. Working expenses amounted to £1,590,013, or an increase of £58,752. There was also an addition to the expenditure on maintenance of way of £18,624, and in the charge for maintenance of equipment of £92,061. The rebuilding of locomotives and cars had not proceeded as rapidly as was desired during the half year, but the engine renewal fund was increased by £68,643, and the car renewal fund by £117,720. Whereas a few years ago it was the custom to build cars of only ten tons capacity, and the average weight of a locomotive was 47 tons, the average cars built to-day have a capacity of 30 tons, and the locomotives under present methods of construction weigh under normal conditions no less than 91 tons. The reduction of transportation costs were explained in detail, as well as improvements effected in the rolling stock of the company. The question of the harbour facilities of Montreal was also discussed from the standpoint of the company's position there. A very interesting return presented by the traffic department is that which shows that during 1901 no fewer than 115 new industries, representing a capital of £5,000,541, comprising many large works and manufacturing were established or put in course of establishment along the company's lines in Canada, while 51, with a capital of £1,985,000 were established along the lines of the Grand Trunk Railway in the United States.

### Dominion Revenue.

The finally revised tabulation of the financial returns of the Dominion for the fiscal year ending June 30, 1902, and for the first quarter of the present year were presented during the month, and are of interest to business circles all over Canada. There is a growth in revenue, and so far as

the quarter is concerned a decline in outlay both on ordinary and on capital account. Returns for the fiscal year are as follows:—

Revenue—	1901.	1902.
Customs.. . . .	\$23,425,284	\$32,191,978
Excise.. . . .	10,318,266	11,205,288
Post Office.. . . .	3,441,504	3,881,266
Public Works and Railways.. . . .	5,770,070	6,468,311
Miscellaneous.. . . .	4,559,574	4,277,384
<b>Total.. . . .</b>	<b>\$52,514,701</b>	<b>\$58,024,228</b>
<b>Expenditure.. . . .</b>	<b>\$46,866,367</b>	<b>\$50,739,953</b>
Capital expenditure—		
Public Works and Railways.. . . .	\$ 7,290,542	\$ 9,449,174
Dominion lands.. . . .	269,060	370,358
Militia.. . . .	135,885	299,697
Railway subsidies.. . . .	2,512,329	2,093,939
Iron and steel bounty.. . . .		782,348
South African contingent.. . . .	908,681	257,613
N.W.T. Rebellion.. . . .	1,631	1,543
<b>Total.. . . .</b>	<b>\$11,114,866</b>	<b>\$13,252,068</b>

For the three months of the current year the returns are as follows:—

Revenue—	1901.	1902.
Customs.. . . .	\$ 8,009,768	\$ 9,099,086
Excise.. . . .	2,653,265	2,834,455
Post Office.. . . .	780,000	890,000
Public Works and Railways.. . . .	1,652,248	1,750,746
Miscellaneous.. . . .	453,238	613,079
<b>Total.. . . .</b>	<b>\$13,548,519</b>	<b>\$15,187,367</b>
<b>Expenditure.. . . .</b>	<b>\$ 8,083,135</b>	<b>\$ 7,976,993</b>
Capital expenditure—		
Public Works and Railways.. . . .	2,438,510	1,075,635
Dominion Lands.. . . .	52,584	35,425
Militia.. . . .	22,504	10,793
Railway subsidies.. . . .	745,930	127,420
Iron and steel bounty.. . . .		52,482
South African contingent.. . . .	86,248	65,610
N.W.T. Rebellion.. . . .		267
<b>Total.. . . .</b>	<b>\$ 3,345,778</b>	<b>\$ 1,567,069</b>

For the month of September alone the receipts totalled \$5,428,419 as against \$4,731,456 in 1901. The expenditure was \$2,422,877 as against \$2,720,152 in 1901. The capital outlay also shows a decline. It was last month \$801,554 as against \$853,962 a twelvemonth before.

### Iron and Steel Bounties.

Another financial statement of very general interest which was handed out towards the close of October was that relating to the total amounts claimed from the Dominion government during the fiscal year ending in

June last, in the form of bounties for the production of pig iron, puddled iron bars and steel ingots. The amount claimed was \$947,361, of which \$791,089 was paid. Claims for hot metal to the extent of \$32,870, for steel for hot metal to the extent of \$78,790, for undefined doubtful metal to the amount of \$13,180, and for miscellaneous to the amount of \$31,430, were withheld. The total production of iron and steel upon which bounty was claimed was 413,039 tons, made up as follows:—Pig iron, 341,654 tons, value \$741,009; iron bars, 6,984 tons, value \$20,549; steel ingots, 64,401 tons, value \$185,802. The details of the claims made by the several companies engaged in producing iron and steel were as follows:—

Pig Iron.	Tons.	Bounty.
Canada Iron Furnace Co., Midland.. . . .	31,165	\$80,146
Canada Iron Furnace Co., Radnor Forges.. . . .	6,712	18,302
Deseronto Iron Co.. . . .	11,396	22,531
Dominion Iron and Steel Co.. . . .	201,247	393,952
The Electric Reduction Co.. . . .	56,059	168,525
Hamilton Steel and Iron Co.. . . .	62,059	161,525
John McDougall and Co.. . . .	1,043	3,027
Nova Scotia Steel and Coal Co.. . . .	27,974	61,356
<b>Total.. . . .</b>	<b>341,654</b>	<b>\$741,009</b>
Puddled bars—		
Hamilton Iron and Steel Co.. . . .	6,984	\$20,549
Steel ingots—		
Dominion Iron and Steel Co.. . . .	28,026	78,790
Hamilton Steel and Iron Co.. . . .	16,771	49,140
Nova Scotia Steel and Coal Co.. . . .	19,602	57,871
<b>Total.. . . .</b>	<b>64,401</b>	<b>\$185,802</b>

### Foreign Trade.

The growth of Canadian foreign trade still continues. For the first three months of the present fiscal year, ending September 30, the aggregate trade on the basis of imports for consumption and exports of all kinds amounted to \$112,481,550, an increase of \$7,750,000 over the same period of last year. The imports for consumption totalled \$50,911,940, being an increase of \$3,887,227. Dutiable goods show a gain of \$3,963,147, while imports of free goods slightly declined. Exports of domestic produce reached a total of \$57,493,585, being an increase of \$7,359,388 over the corresponding period of 1901. The exports of animals and their produce were \$5,363,145

better than for the first quarter of the previous fiscal year, but mineral products decreased by \$2,304,000. Exports of other products increased as follows:—Products of the fisheries, \$95,330; products of the forest, \$2,148,936; agricultural products, \$1,383,191; manufactures, \$644,426.

During the month various evidences were offered of the possibility of still further extension of the foreign market for Canadian goods, notably in France and the Dutch West Indies. In a statement appearing in the monthly summary of commerce and finance of the United States for August, 1902, Canada stands first among all the principal countries of the world in the percentage of growth in exports from 1891 to 1901 inclusive. In growth of imports the Dominion occupies fourth place.

A proclamation in the *Canada Gazette*, bringing into force the Act respecting the coasting trade of Canada, passed at the last session of Parliament, but held over until it should receive the sanction of the Imperial government, is an important event of the month. In brief, the law provides that hereafter it shall not be possible for a foreign-built ship by merely obtaining a British register, to engage in the coasting trade in Canada. The Act will not apply to vessels already in the trade, but will prevent others from being brought in, and it is thought will lead to the further building of steel vessels in Canada.

### Imperial Trade.

Recent British reports of the Board of Trade show large increases in Anglo-Canadian trade. The British imports in Canadian wheat increased during the past nine months £716,000; flour increased £250,000. Other increases were: Bacon, £236,000; cheese, £227,000; butter, £217,000; hams, £92,000; cattle, £17,000; horses, £8,000; hewn wood, £9,000; sawn wood, £190,000. The total imports of Canadian canned salmon were £215,000 from the Atlantic, £790,000 from the Pacific, and of lobsters, £147,000. On the other hand maize decreased £417,000; oats, £194,000; pease, £116,000;

sheep, £13,000; eggs, £30,000. Equally phenomenal also are the increases in the British exports to Canada during the past nine months, namely, cotton piece goods, £148,000; jute, £19,000; woollen, £90,000; worsted, £75,000; haberdashery, £46,000; pig iron, £71,000; bar iron, £41,000; railway iron, £110,000; sheets, boiler plates, £51,000; galvanized sheets, £70,000; tin plates, £60,000; cast wrought iron, £47,000; steel, unwrought, £114,000.

An important event of the month in connection with Imperial trade was the inauguration of the trade between South Africa and this country by the sailing of the Allan liner *Ontarian* for South Africa direct, with 6,500 tons of typical Canadian cargo. Flour, butter, cheese, canned goods, apples, lumber, fodder, tobaccos, &c., were included in the list, and the sailing of the vessel was made the occasion of a celebration on board the vessel. The service at the outset is being restricted to freight, but the steamship company feels confident that its scope will have to be enlarged to include passengers.

The Imperial government during October again refused to remove the embargo against Canadian cattle. In connection with the custom cattle trade some complaint of lack of tonnage to carry the freight offered at Montreal, which had the alleged effect of diverting the shipment of western Canadian cattle to American ports, was registered during the month.

### Domestic Trade.

Domestic trade during the month has continued to show the same activity and the same general prosperity characteristic of the earlier part of the season, though October is not the most active period of the year for country retail trade, and the full effect of the recent bountiful harvest is only as yet beginning to be felt. Clearing houses in many parts of the Dominion show large increases, and in spite of the injurious effect of a factor like the coal strike, business has been good throughout the country. The sorting up trade in

dry goods has been active among wholesalers and a large increase in the demand for Canadian staple woollen and cotton goods is reported from many points in Canada. The movement of western grain caused considerable stringency in the money market at leading Canadian centres, and the improved financial condition of the farming community generally which tended to make grain deliveries slower this year than usual, has had a backward effect upon collections, especially in the country districts. A severe decline in values of Canadian stocks was another feature of the month's business which may be attributed largely to tight money. On the whole, however, the market stood the liquidation well, and before the end of the month many instances of reviving values were reported. Dun & Co. reported during the month but 840 Canadian failures during the first nine months of 1902 as compared with 1,009 last year and 1,024 in 1900. Liabilities were \$9,322,467 as against \$8,137,327 in 1901. The phenomenally large default this year of a woollen mill for over \$2,300,000, however, should be taken into consideration in any attempt to institute a fair comparison. Outside of this one disaster, manufacturing losses were exceptionally light, while trading losses, had it not been for one heavy failure in British Columbia, would also compare most favourably with last year. The returns by provinces are as follows:—

	No.	Assets.	Liabilities
		\$	\$
Ontario. ....	304	1,849,118	2,081,158
Quebec. ....	311	3,250,147	5,034,468
British Columbia. ....	71	1,126,350	1,465,468
Nova Scotia. ....	65	140,621	326,297
Manitoba. ....	45	200,800	200,000
New Brunswick. ....	38	92,319	180,999
Prince Edward Island. ....	6	12,800	31,400
Total. ....	840	6,672,155	9,322,467
Total, 1900. ....	1,009	6,115,072	8,137,327
Total, 1900. ....	1,024	6,548,063	9,029,251
Total, 1900. ....	870	5,307,845	7,414,620

The annual statement of the Molsons Bank for the year ending September 30,

may be referred to as in keeping with the general business situation throughout the country. Of total net profits amounting to \$351,000, about \$225,000 went into dividends, and \$100,000 was added to reserve fund. The non-interest bearing deposits amounted to \$3,545,000 as compared with \$2,792,000 a year ago, while the interest bearing deposits amounted to \$13,551,000 as compared with \$12,546,000 in 1901. The bank note circulation now amounts to \$2,446,000 as compared with \$2,458,000 last year. Calls and short loans on bonds and stocks amounted to \$2,808,000 as compared with \$1,215,000 a year ago.

### Trade with the Yukon.

Some interesting official returns as to trade between the Yukon and older Canada were presented during October, and show as was stated in the *Labour Gazette* last month, that the trade of the territory is coming more and more into Canadian hands. The difficulties on account of the short season of navigation, the necessity of carrying large stocks, the high rate of insurance and freight charges, the deterioration of some lines of goods through intense cold and the excessive cost of help, are very considerable. The report made by the commissioner appointed by the Minister of Trade and Commerce shows that while in 1898 only 10 per cent of the Yukon trade was Canadian, the proportion has grown to 67 per cent for the year ending June, 1902, the greater success of American commercial houses during the earlier period being attributed to their experience and trade connections. In trade by the ocean route via the Yukon river the foreign houses still retain an advantage, their aggregate shipments by this route last year being valued at \$654,558 as compared with \$612,406 worth of Canadian goods. By the Skagway, White Horse Railway and Upper Yukon routes, however, the Canadian goods shipped during the year were valued at \$3,109,187, and foreign goods \$1,192,361. Of a total trade of \$5,568,512 Canada supplied \$3,721,593, and other countries \$1,846,919.

The respective advantages of the two routes may be seen from the record of the tonnages of last year which showed 26,614 tons as going into the Yukon by the White Horse Railway, and 10,967 by St. Michaels. Dawson, according to the Commissioner, is becoming more and more a wholesale centre. With regard to the various classes of goods which find a ready sale in the Yukon market mention is particularly made of Canadian carpets, boots and shoes, hay, oats, sashes and doors, engines, boilers, miners' tools, electrical appliances, &c., though the fact that the country produces virtually nothing but gold makes the list of imports a wide and varied one.

The value of goods arriving in Dawson during September were: Via White Horse, \$1,146,201; via St. Michael, \$165,145; total, \$1,311,346. Customs collected during September, 1902, amounted to \$72,167; customs collected during September, 1901, \$47,203; increase, \$24,964, or 53 per cent. The origin of these goods was as follows: Canadian, \$956,776; United States, \$342,577; other, \$12,993; total, \$1,311,346. Vancouver reports September an exceptionally prosperous month in regard to shipments into the Yukon, chiefly in Canadian bottoms, there being shipped to Dawson by Skagway and St. Michaels during the season of 1902 up to October 13, 24,469 tons of merchandise.

### Immigration.

Official returns for August and September show that the increased proportions of the influx of immigrants into Canada, which brought the revised total number for the fiscal year up to 67,230 as against 49,149 last year, are being continued, the arrivals during the two months named being placed at 15,365, or the high increase of 7,142 over the number of immigrants registered during the same period last year. Of these immigrants from Great Britain for the past two months were 3,329, an increase of 317 over the same period last year. From continental Europe there came 5,310 persons, an increase of 3,745. From the United States there came 6,726, an increase of 3,-

082. The influx of the American settlers is, as will be noted from the above, a continuing feature of the movement, and in the opinion of the Superintendent of American Immigration will be, in contradistinction of the experience of previous years, actively maintained all winter, the harvest season just closed having directed attention as never before to the agricultural possibilities of western Canada.

The colonization operations of the season in New Ontario still continue, especially along the line of the Algoma Central, the settlers coming mainly from the older provinces, the United States and Great Britain. The colonization roads department has been unusually busy this year, building roads in the Nipissing, Algoma, Thunder Bay and Rainy River districts, about \$175,000 or \$25,000 more than was spent on similar work last year having been spent on road building during the past summer. Some three hundred miles of new roads were constructed and 450 miles of repairs executed as against 150 miles of new roads and 724 miles of repairs last year. These roads, which are analogous to the country roads of the more settled districts, proceed for the most part through virgin forests where the labour of construction is very great. At a meeting of the Temiskaming and Northern Ontario Railway commission during the month the contract for the building of the road was awarded. The tenders were for clearing the right of way, bridging, grading, ballasting, and track-laying from a point at or near North Bay to a point on Lake Temiskaming, a distance of 110 miles. The commission is to purchase and furnish to the contractors the steel superstructure for the bridge over the Montreal river, the steel rails which are to be eighty pounds to the yard, and the fastenings for the same, and the contractor is to manufacture ties, trestles, culverts, telegraph poles, fence posts, &c., from timber found along the right of way. The first sixty miles of the railway are to be completed on or before December 31, 1903, and the whole distance on or before December 31, 1904.

In British Columbia the discovery of a new and more practicable route into the Bulkley valley was accomplished during the month, and is expected to have important results on the opening up of that district during the coming season.

### Conditions in British Columbia.

The effects of the unprecedented development and prosperity of the Canadian North-west during the present season upon the lumber and shingle trades of British Columbia have been already referred to, and constitute, perhaps, the leading industrial feature of the month in that province. This influence, however, is by no means confined to one particular industry, and a promising future for trade in lumber, fruit, fish and manufactures is predicted for the province.

### Notes of the Month.

During the month the question of a system of municipal tenement houses for Toronto was discussed.

The question of Sunday labour was prominently discussed during October. Representatives of the Lord's Day Alliance held a conference with the General Manager of the Canadian Pacific Railway Company on the subject, with the idea of minimizing the work done by the railway on Sunday, and the officials of the Canada Atlantic Railway Company were also petitioned to the same effect.

An important report on the subject of the local telephone problem was that furnished by an expert at the request of the municipality of Ottawa, which deals with the local situation, 'the advantages and disadvantages of a municipal system to compete with the existing company, and the advantages and disadvantages of granting a franchise, when the corporation of Ottawa may be at liberty to do so, to a private telephone company, to compete with the existing company.'

## II. REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month of October has maintained the activity which prevailed during the previous month in the labour market, and for the season of the year conditions have been remarkably favourable. The building trades and other branches usually affected at this time have not shown a tendency to relax. The general labour field has been busy, excepting in the printing trade, which, while showing signs of improvement during September, has not shown further signs of returning activity. The most widely discussed industrial feature of the month in this locality developed in the matter of the proposed fast Atlantic steamship service, between Canada and Great Britain, and a large public meeting was held in the Academy of Music, on Thursday evening, October 23, under the auspices of the Board of Trade, at which the views of the pro-

minent business and public men were set forth, favouring Halifax as the Canadian terminus all the year round. The lock-out on the *Chronicle* and *Echo* shows no signs of settlement, and constituted the only feature of unrest during the month.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculturists* report that crops generally are good.

The *fishing industry* has not been nearly so remunerative as during the previous month; while haddock and cod have been plentiful, mackerel has disappeared.

The condition of *lumbering, manufacturing and mining* for the past month has been normal.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—Bricklayers and masons have been busy. Carpenters and joiners continue to be active. Lathers and plasterers are fairly well employed. Painters, decorators and paperhangers continue busy. Plumbers are busy. Stonecutters

are well employed. Builders' labourers continue busy.

*Metal, engineering and shipbuilding trades.*—Iron moulders and helpers continue busy. Machinists and engineers are very well employed. Electrical workers are quite busy, and linemen are well employed. Boilermakers continue active. Shipwrights and caulkers report work normal. Horseshoers report conditions very good for the season.

*Woodworking and furnishing trades.*—Woodworkers, upholsterers and carriage builders report work very good, with prospects bright.

*Printing and allied trades.*—This branch of trade is disappointingly dull, and while the pressmen are fairly well employed, printers report work dull.

*Transport.*—Railway and steamship transportation has been very active, but the latter branch has somewhat relaxed, especially in the department of the tourist trade.

#### DISTRICT NOTES.

*Sydney.*—The Silicate Brick Co., with a capacity of 20,000 bricks a day will shortly commence operations. The Nova Scotia Still Co. will inaugurate another blast furnace. The new electric tram system was formally inaugurated last week.

*Middleton.*—Arrangements are being made to operate Torbrook iron mines, and work will be started at an early date.

*Amherst.*—The Hewson woollen mills are expected to be completed and in operation at an early period.

#### CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during October was in practically the same healthy condition as in September, with a slight falling off in the demand towards the latter part of the month. The chief topic of discussion

throughout the island generally was the proposition of the Dominion Packing Company to establish at Charlottetown, conditional on governmental assistance a packing and canning emporium with facilities for handling all the animal and vegetable products of the province, and to erect a cold storage plant at Charlottetown and two other points in Prince Edward Island with sufficient capacity to meet the requirements of the province. It is also proposed to erect cold storage plants at Halifax, Sydney, St. John and St. John's, Newfoundland, to be used as feeders for the Charlottetown establishment which will be the central packing house for the maritime provinces. The company purchased the plant of the Messrs. Rattenbury, who had carried on a pork packing business for five years, and intend to enlarge this business, so as to include the branches referred to. The capital of the company is \$1,000,000, and they propose to expend \$250,000 within twelve months in erecting a plant on the island. The transfer of the Rattenbury property to the new owners took place in the latter part of the month, the old staff of employees being retained, though the force will be increased as the business expands. The project is expected to give a great stimulus to the raising of live stock and vegetable products, resources which the province contains to an almost unlimited extent, but which have remained undeveloped for want of capital, which the new company will supply.

A number of the employees of the Hillsborough Bridge Company have left for their homes in other provinces as operations in certain lines of that great undertaking have ceased for the season.

The shipping of produce became brisk about the latter part of the month, making the volume of transportation greater than in September. Banks also report a greater turn over in October than in September, and the wholesale and retail trade has been more active this month than last. There has been no change in the rates of wages or hours of labour and the harmonious relations existing between employer and employee have continued undisturbed.

## CONDITION OF LOCAL INDUSTRIES.

At the end of this month all the *crops* with the exception of the turnips have been housed. The potato digging is practically over. Scarcely any rot prevailed this season. Prices are fair, and the greater part of the crop will be shipped to provincial markets, though a considerable portion is being manufactured into starch on the island. Shipments of oats will continue until the close of navigation.

*Oyster fishing*, which is practically the only branch carried on in October, has been vigorously prosecuted, but stormy weather at the latter part of the month has lessened the catch considerably, although the price has been increased. The great bulk of the shipments come from the west, which is the locality of the Malpeques. The average daily catch per man is about two barrels, prices ranging from three to five dollars per barrel.

*Track-laying* on the Murray Harbour and Belfast railroad branch has been carried on during this month, about eight miles being laid.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters and joiners report no falling off in their work. Lathers and plasterers have been fairly busy. Painters have had an unusually busy month. Plumbers have found October a busier month than September.

*Woodworking and furnishing trades.*—Woodworkers and upholsterers have been fairly busy.

*Metal, engineering and shipbuilding trades.*—Iron moulders and machinists have had abundance of work.

*Printing and allied trades.*—Printers have had a busy month. Bookbinders have been busy.

*Clothing trades.*—Journeyman tailors have been steadily employed.

*Miscellaneous.*—Barbers have not been so busy in October as in September.

*Transport.*—Freight handlers have been busy. Teamsters and expressmen have found steady employment.

*Unskilled labour.*—Unskilled labour has been in good demand.

## ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent*, reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

A marked improvement took place during October in the labour market, the several trades being well employed, with the exception of the ship labourers and bricklayers. The supply of labour, however, is equal to the demand. A large amount of lumber will be cut this winter near Tyne-mouth Creek for the St. John Sulphite Co. J. W. & W. F. Meyers have placed a large steel boiler in their machine shop, and John Kimble & Son, hide and wool dealers, have installed a new engine in their establishment. Williamson's machine shop, destroyed by fire a month ago, has been rebuilt. The North End Woodworking Company has been organized to acquire and carry on the woodworking business formerly carried on by Alfred C. Mabee, with a capital stock of \$20,000. James B. McLean and Bartholomew Holt have withdrawn from the firm of McLean, Holt & Co., founders, and James L. McAvity will continue the business under the old name. The Maritime Casket and Woodworking Company, Limited, closed down on October 18, and application has been made to wind up the business.

The arrangement of sailings for the winter months has been completed by the Canadian Pacific Railway foreign freight agent, and will include 10 trips to Liverpool, 3 to Glasgow, 5 to London, 4 to Manchester, 2 to Bristol, 2 to Dublin, 2 to South Africa, 2 to Kingston, Jamaica, and 4 to Bermuda and the West Indies. Bank clearings for October amount to \$4,333,529, being \$428,281 in excess of the corresponding period last year, and \$976,745 more than in September. Wholesale and retail dealers report business

good, and there is a stronger feeling in the molasses and sugar markets.

#### CONDITION OF LOCAL INDUSTRIES.

The bad weather has interfered with the *fishing industry* and the catch is limited. The quotations are: Halibut, 15 cents per lb.; cod and haddock, 4 and 5 cents per lb.; pickerel, 6 cents per lb.; smelts, 10 cents per lb.; and mackerel, 15 cents each.

The *lumber business* looks bright for the winter months. It is stated that A. R. Estey will cut 6,000,000 feet of logs on the Tobique and Rockway rivers. W. A. Quinton's portable mill at Spruce Lake will cut 2,000,000 feet; J. E. Moore's portable mill at Lepreau will cut 1,000,000 feet.

The New Brunswick *Coal and Railway Co.* will commence laying rails on its road from Newcastle to Chipman, Queen's county, November 1.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report conditions dull. Carpenters and joiners have plenty of work. Painters and decorators are fairly busy. Plumbers, gas and steamfitters state that work is brisk. Builders' labourers continue busy.

*Metal, engineering and shipbuilding trades.*—Iron moulders report work good.

*Woodworking and furnishing trades.*—Woodworkers are busy. Shingle weavers are all busy.

*Printing and allied trades.*—Printers and pressmen are all busily employed, some establishments working overtime. Bookbinders continue active.

*Clothing trades.*—Journeyman tailors report work plentiful.

*Food and tobacco preparation.*—Cigar-makers report work fair.

*Miscellaneous.*—Broommakers and brush-makers are kept busy. T. S. Simms & Co., Limited, moved into their new factory the first of the present month. Bartenders report all members employed.

*Transport.*—Railroad trackmen and freighthandlers state that business is ex-

cellent. Ship labourers report conditions dull. Carters and teamsters are very busy.

#### DISTRICT NOTES.

*Esdraelon.*—James Healy is installing a plant for the manufacture of last blocks.

*Fredericton.*—The Dunphy Hotel, recently purchased by H. W. Estabrooks, is being remodelled at an expense of about \$4,000.

*Moncton.*—The corner stone of a new hospital was laid on October 29, the cost of the building will be \$25,000.

*Rexton.*—J. & T. Jardine's mill property at this place was destroyed by fire on October 25, and a large amount of lumber was lost.

#### QUEBEC, QUE., AND DISTRICT.

*Messrs. P. J. Jobin and Edward Little, Correspondents,* report as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general has been well employed during the month, with the exception of a few days broken time among the outdoor trades caused by unfavourable weather. Work on the extensions of the Dominion Arsenal is nearly completed. The rolling mill and the artillery workshop are finished, and the iron foundry nearly so. A new cigar company is being formed with a capital of \$50,000, to be known as the Havana Cigar Company. The free night school provided by the provincial government for the benefit of the working classes was opened for the winter months on October 6.

The labour market was disturbed by two cases of industrial unrest during the month, in both of which a demand for an increase of wages was the cause. In one case the lasters employed in the shoe factory in Lévis requested an increase in remuneration, and the matter with the consent of both parties was submitted to the Provincial Board of Conciliation and Arbitration for adjustment. In the other case the moulders employed in the foundry of Terreau & Racine struck on the 27th of the month for an increase of wages, a

demand to that effect having been refused by the employers.

#### CONDITION OF LOCAL INDUSTRIES.

In spite of the abundant harvest exceptionally high prices prevail for farm products. The hiring of men for the lumbering camps caused activity in the labour market during the month, the wages offered being in most cases above \$30 per month, though in the outlying district a number of men are hiring for the woods at a lower rate. Work on the Lévis Electric Street Railway is progressing favourably, and cars are expected to be running on a portion of the line by November 15.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bad weather interfered to a considerable extent during the month with work in the building trades. Apart from that consideration, however, bricklayers, masons, carpenters, lathers, plasterers, painters, plumbers, gasfitters, and labourers have had plenty of employment.

*Metal, engineering and shipbuilding trades.*—Iron moulders and electrical workers have had plenty of work. The month, however, on the whole was less active than September, though in the early part of the month overtime was in some instances worked. Towards the end, however, the graving dock was idle for the first time this season, and between the 21st and 27th of the month there was practically no work to be done in this connection. The foundries have also slackened down considerably, the one in which the strike has occurred having begun to cast only every second day instead of every day. Boilermakers and machinists are feeling the depression.

*Printing and allied trades.*—Conditions are reported dull by printers and pressmen.

*Clothing trades.*—Tailors have been kept busy. Boot and shoe workers report a very quiet month, with only a few factories working full time.

*Food and tobacco preparation.*—Cigar-makers report work plentiful.

*Miscellaneous.*—Furriers report a good trade.

*Transport.*—The month witnessed a noticeable falling off in steamboat and railway travel, with the laying off of some of the passenger boats, and the adoption of the winter time table by the several railway companies.

*Unskilled labour* has been fairly well employed.

#### DISTRICT NOTES.

A large number of men have left the adjacent parishes for the winter lumber woods, especially in Ontario, Ohio and Michigan. The concrete work on the south shore caisson of the new Quebec bridge was completed on October 25.

#### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market which has been favourable all summer was less so during the month owing to continued rains. Nevertheless October will compare favourably with the same month last year. The different trades have been well occupied, having as much work as last month. The banks have had a busy month, and merchants in general say that business has been very good. The building trades have been fairly busy.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* state that crops are far in advance of those of last year.

*Lumbering* is very brisk and preparations are being made for the winter's work. The lumbermen have all sent their men into the bush. The demand for men is keen at good wages. Saw-mills are in full operation.

The hoisting machine for the loading and unloading of ships is no longer in operation.

CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers state that work is plentiful considering the season of the year. The greater portion of the carpenters are working. Business is quiet with the painters. Stonemasons are well employed. Builders' labourers state that they have plenty of work. Plumbers are very busy.

*Metal and engineering trades.*—Machinists say that conditions are good with them. Blacksmiths state work plentiful. Work is slack with electrical workers. Bicycle workers have not been as busy as usual. Jewellers report plenty of work at fair wages.

*Woodworking and furnishing trades.*—Woodworkers are all employed at good wages. Carriage and wagon makers have enough work to keep them all employed.

*Printing and allied trades.*—Printers are constantly employed.

*Clothing trades.*—Tailors have plenty of work. In a couple of shops they work at night, and there is a large number receiving good wages. The boot and shoe workers work continuously. Glove makers report satisfactory conditions.

*Food and tobacco preparation.*—Cigar-makers and tobacco workers report a busy month.

*Miscellaneous.*—Barbers report a good month. Clerks have been very busy. Hotel and restaurant employees have had a quiet month.

*Unskilled labour.*—The demand for unskilled labour is only fair.

SHERBROOKE, QUE., AND DISTRICT.

Mr. N. Logie, Correspondent, reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been fully employed during the month, more so than for some years past at this season of the year. There is no branch of industry but what is fully employed, and in some cases a good deal of overtime is being worked in order to catch

up with orders. The building trade is very busy, with a slight scarcity of masons and bricklayers. The machine shops are very busy, and an overtime gang has been running in one of the mining machine shops for some weeks. Retail merchants report business very good, and are looking forward to an exceptionally busy season.

CONDITION OF LOCAL INDUSTRIES.

Notwithstanding the lateness of the season, the *crops* were gathered in fairly good condition, and in many cases averaged more than was expected. *Farmers* complain in many sections of the potato rot, and this had the effect of keeping the price higher than is generally the case at this season of the year. Fall ploughing and other work is well advanced.

*Lumbermen* have now their gangs at work in the woods, but are complaining of the great scarcity of men in spite of the high wages that are offered.

The various *manufacturing industries* are running full time, although for a week or so one of the woollen mills was somewhat slack.

Work at several of the *asbestos mines* at Black Lake has stopped for the winter, and at the various copper properties in the district preparations are being made to curtail the output for the winter.

CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are working full time, and the contracts on hand will keep them fully employed until well into the season. Carpenters, joiners, lathers and plasterers report plenty of work. There is plenty of work also for painters and decorators. Plumbers report work very plentiful, as also do builders' labourers.

*Metal and engineering trades.*—The metal and engineering trades are rushed with orders. Iron moulders are very busy at present, and machinists are working overtime in two of the largest shops.

*Printing and allied trades.*—Printers are very busy.

*Clothing trades.*—The clothing trade is very busy, and several of the merchant tailors have had their hands working overtime during the month, with many orders ahead.

*Food and tobacco preparation.*—Bakers, confectioners and butchers report a good business. The cigar trade is very good, and one large factory is doing a large business in western Ontario and British Columbia.

*Unskilled labour.*—There is a good demand for unskilled labour.

## ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

There has been no change in the labour market during the month. Competent mechanics are in demand at Messrs. Casavant Bros., organ manufacturers. This firm employs about 50 men the year round at fair wages. The firm has plenty of orders on hand. There is sufficient work in other branches of trade. The boot and shoe factory which has been closed since the month of April was sold on October 13 to the corporation of St. Hyacinthe, which will thus have the right to sell or rent it to boot and shoe manufacturers who may wish to carry on business here. Merchants have been doing very well. No changes in wages or hours have occurred during the month, and no differences between employers and employees have arisen.

### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have finished harvesting and threshing their crops, and state that the grain yield was more abundant than last year.

*Manufacturing* continues active enough in nearly all lines, and in some factories overtime is being made. There are several manufactures here, among others the agricultural implement factory of Messrs. Chalifoux & Son, where about thirty hands are employed all year round. This factory

sells its product in the province of Quebec. There is also an iron moulding shop where about a dozen men find employment. The city has also two flour mills where several men work continuously. There is besides a vinegar works which runs nearly all the time.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have had plenty of work this month. Carpenters and joiners have also been busy. Plumbers, gas and steamfitters have been very busy.

*Metal and engineering trades.*—Iron moulders and their assistants have had an abundance of work. Machinists have been very busy. In Hamel & Co.'s machine shop 45 men are at present employed. In this shop pegging and shoe soleing machines are made, as also engines, &c.; at Bertrand's factory 50 men are at work making full time of 60 hours a week. Blacksmiths are very busy just now.

*Woodworking and furnishing trades.*—Wood carvers have had sufficient work. Carriage and wagon makers have been very busy.

*Printing and allied trades.*—The printers in the three establishments here are fully employed.

*Clothing trades.*—The Eastern Clothing factory, which runs constantly, has a staff of about 60 hands working in the factory proper and about 40 outside. This company has plenty of orders on hand. Only one boot and shoe factory is running. Stock-taking therein has just been completed, and a good season for boot and shoe operatives is promised for about 250 employees.

*Food and tobacco preparation.*—Business is very satisfactory in the cigar factory, 68 hands finding employment. Fifty thousand cigars per week are turned out, and the duties paid for getting the tobacco out of the bonded warehouse is about \$420 per week. Competent hands in this branch are in demand.

The *leather trades*.—Tanners and curriers have been well employed.

*Miscellaneous*.—Barbers, clerks, and the men working in the Canadian laundry have been very busy.

#### DISTRICT NOTES.

At the village of St. Joseph, in the vicinity of St. Hyacinthe, there is a tannery employing a number of men and doing a prosperous business.

#### MONTREAL, QUE., AND DISTRICT.

*Mr. J. S. Fitzpatrick, Correspondent*, reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The state of the labour market during October has been one of exceptional activity, the demand for labour exceeding the supply in several lines of industry. The steamship companies and city corporation, with other firms, were unable to secure a sufficient quantity of labour when required, although paying high wages. The building trades continue active, and the past has been the busiest season on record. The building permits issued during the month of October number 93, and represent \$486,449 worth of work, as against 87 permits representing \$240,000 last October.

In comparison with a year ago, the port of Montreal has gained very heavily in wheat shipments. From the opening of navigation to the first of October there was shipped from the port of Montreal to foreign ports 13,688,000 bushels of wheat, as compared with 10,713,000 for a corresponding period last year. In butter and cheese the increases in shipments during the present season have been very large. From the opening of navigation to the first of October there were shipped from the port 1,431,000 boxes of cheese, as compared with 1,291,000 for the same period last year. The increase in butter shipments has been 348,000 packages this year, as compared with 307,000 for corresponding period last year. The business of the port of Montreal continues to increase.

The closing month of navigation is always a big one, but this month breaks the record for imports. The amount of custom duties collected at the port of Montreal during the month ending October 31, 1902, was \$994,311.47; for October, 1901, \$858,454.74, being an increase of \$135,856.73 over the same month last year. At a meeting of the Retail Boot and Shoe Association held during the month, it was decided that the retailers should close their stores at 7 p.m. every Thursday, beginning with the first Thursday in January, 1903. It is provided, however, that during the month of November and December they may remain open later, as well as on the holy days.

A strike of longshoremen took place on October 29 for an increase of wages, and was settled the next day by the companies granting the demands of the men for a raise of wages from 20 to 30 cents per hour day work, and from 25 to 35 cents per hour for night work.

The annual report of the Molsons Bank for the year ending September 30 showed a net profit, after deducting expenses of management, reservation for interest on deposits and provisions for bad and doubtful debts, of \$351,000. Of this sum \$225,000 went into dividends, and \$100,000 was added to the reserve fund, which now amounts to \$2,250,000. The non-interest bearing deposits amount to \$3,545,000, as compared with \$2,792,000 a year ago. The interest bearing deposits amount to \$13,551,000, as compared with \$12,546,000 a year ago.

The annual meeting of the Ogilvie Flour Mill Co., Ltd., was held October 1. The directors' report for the year ending August 31, 1902, showed that the gross business of the company during that period was the largest in the history of the company, and that the net results were eminently satisfactory. The annual meeting of the shareholders of the Lake of the Woods Milling Company, Limited, was also held during October, when the annual report for the year was submitted and

found to be very satisfactory. The directors decided to increase the capital of the company from \$500,000 to \$1,500,000.

The boot and shoe manufacturers of this city have adopted rules and regulations by which the employer and employee may come together and adjust their differences, by an arbitration board, appointed jointly by the two sides of the controversy. The full text of this arrangement will be found on another page of the present issue of the *Gazette*.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report having had a very busy season, and that it will continue so for the balance of the year. Carpenters and joiners report an exceptionally active season, with prospects very encouraging for the winter. Painters and decorators report fair conditions. Plumbers, gas and steam-fitters report trade good. Builders' labourers are very busy at present, and will be for the remainder of the year.

*Metal, engineering and shipbuilding trades.*—Iron moulders and coremakers report trade good. Boilermakers report plenty of work, and all members engaged at present, with good wages.

*Woodworking and furnishing trades.*—Wood workers report a busy season, and wages fair. Carriage and wagon makers are very active at present constructing and repairing vehicles for the winter season. Coopers report the busiest season they have ever experienced in the trade, working overtime every night, with a demand for labour greater than the supply.

#### HULL, QUE., AND DISTRICT.

*Mr. R. Laferrière, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

As in the previous month the labour market was very stable during October. All branches of industry are active, and there are no idle men to be found. Trade was somewhat dull, however, a usual occurrence between seasons. It is particularly so this

year owing to the enormous exit of people to the shanties.

An important reform was brought about at Eddy's paper shops. The following demands were placed before the company:—1. That there be a discontinuance of the making of paper between the hours of 6 p.m. Saturday and 7 a.m. Monday. 2. That no work of any description be done by the workers between these hours. 3. That there be no reduction in wages of the workers in general, for the reason that they will then be working 65 hours a week, though the men agreed to work Saturday night, in that case the 8-hour day of three shifts being requested. The company readily granted the men's demands, the new arrangement to go into effect on January 1 next. The Eddy Co. is continually extending. Its indurated fibre ware factory will be ready in the course of winter and will employ one hundred hands. The paper business is brisk.

There is no doubting the present unprecedented prosperity of this part of the Dominion. The great feature is the number of industries just about to be started here. Besides that above mentioned, the International Portland Cement Co. has just purchased inexhaustible clay pits and limestone quarries, covering 150 acres, for \$35,000 in Hull, on which about three-quarters of a million will be spent on construction of plant. The works will employ at least 100 men. The Fraser saw-mills at Deschêpes will employ 300 men. The Ottawa and Hull Power Co. has spent half a million in Hull on their power house which is now ready to start. Mr. J. R. Booth is building factories, by which Hull will be directly and largely benefited. Without increase of taxation the city has been rebuilt in two years, and the assessment roll has increased from \$2,000,000 to \$3,700,000.

The Hull lodge of the International Brotherhood of Papermakers recently formed, has 150 members.

An action by a minor for wages was dismissed in Hull by Justice Rochon, an agreement having been proved whereby the

youth got schooling and nourishment, &c., in return for his work.

#### DISTRICT NOTES.

The Gatineau region is being opened up considerably by government roads. Every municipality is thriving. Half a dozen bridges are being built on the Gatineau and the Desert rivers, on the Lièvre river and in Pontiac county. Buckingham is progressing very materially, one hundred houses and stores having been built in the last season. Aylmer is agitating to buy a \$60,000 waterworks plant. Papineauville, Hull, Suffolk, Gatineau Point and St. André have new churches and schools.

The condition of the mica market, which has of late been very dull, has improved. There is now a fair demand for the Canadian product, but prices have not yet reached the high rate of previous years. It is expected, however, that when the heavy stocks which the large firms have purchased have been exhausted, a brisk demand for mica will be created.

Work at the feldspar mines in East Templeton is still going ahead on a small scale. The feldspar which is taken from these mines is shipped to different points in the western states.

#### OTTAWA, ONT., AND DISTRICT.

*Mr. T. W. Quayle, Correspondent*, reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

There were very few unemployed men in Ottawa during October. There was a brisk demand, especially for men to go out of the city to work as labourers on public works and for shantymen. An issue of a local newspaper during the month contained advertisements calling for some five hundred men, principally for the shanties. To any one fitted for work in the woods there is no need for being out of work, as the demand is considerably in advance of the supply, and wages are correspondingly high. Lumbermen say that they never paid as high wages as are offered for this winter, and have found it difficult to get men. In mer-

cantile and industrial circles there was general activity with a fair average business. As revealed in increased customs returns, the merchants bought heavily for the winter trade, and the expectations for a bright Christmas business were of a most hopeful character.

##### CONDITION OF LOCAL INDUSTRIES.

Lumber shipments during the month were retarded by a scarcity of cars which seemed to be a general complaint all over the country. Large orders were ready for shipping, but the railways had all available rolling stock pressed into service handling the grain trade.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and other branches of the building trades were fairly busy.

*Metal, engineering and shipbuilding trades.*—Electrical workers had a busy month, the season past having been exceptionally good. The installation of a new system and the extension of existing systems gave an abundance of work to linemen and other outside employees.

*Woodworking and furnishing trades.*—The woodworking trades have been busy, one sash and door firm completed a \$25,000 order for the South African trade. Employees at the Ottawa car works were kept busy turning out orders from outside street car companies. Several extra large cars were recently constructed for the Sydney and Cape Breton railway.

*Printing and allied trades.*—The National Bookbinders Union, exclusively local, went out of existence during the month, the members having affiliated with the local branch of the International Bookbinders Union. This united all the bookbinders in the city in one body.

*Transport.*—All railway trainmen were kept busy, the heavy movements in freight providing full scope for unlimited activity. Business in navigation circles was brisk, an effort being made to rush forward as much freight as possible before the season

closes. This was particularly so with the fleet of lumber barges, and the freight boats between Ottawa and Montreal.

## KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, Correspondent*, reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been nearly all, if not fully employed during the month. As compared with the corresponding season last year the opportunities of employment have been more abundant, while there has not been any dearth in the matter of supply. Generally speaking there has been exceptional activity as evidenced by the volume of business in nearly every line. While there have not been any new enterprises launched, great activity has prevailed in the building trades. Although the work has been largely confined to the erection of new residences and the remodelling of old ones, all the trades in this connection have been fully employed. This was evidenced a short time ago when the masons demanded \$3.25 per day on civic work, and it has been very difficult for the city to secure men to do repairing to the granolithic walks, &c. Men would not consent to leave steadily paying jobs to attend a small one for the city. The transportation business has been exceptionally good, particularly with freight. There has been a big quantity of grain handled, several large boats have discharged their loads here, while the railroads have been handling cord wood, general freight, ore, &c. The clearings at the banks have been large, and money has been plentiful. Charitable and other institutions have been able to move long standing debts, and many deficits have been wiped out. The wholesale and retail trade in most lines has been exceptionally heavy. Much attention has also been given to the subject of rates of wages and hours of labour. Already the local journeymen painters have made a demand for a minimum rate, and an eight-hour day to come into force at the expiration of existing agreements next April. In view of the coal

situation the longshoremen recently demanded an increase of five cents per ton for handling coal. The masons also employed on civic work asked for an increase of 25 cents per day above what had been agreed upon during the early part of the season.

The night classes in technical education were resumed at the Collegiate Institute on October 14. The full course in mathematics and drawing is taught for \$2 per term. A considerable number of new work benches, tools, &c., have been added to the equipment.

### CONDITION OF LOCAL INDUSTRIES.

*Agriculturists* are busy gathering in the potato and apple crop and at fall ploughing, threshing, &c. Farm hands are still much in demand.

*Fishing and lumbering* are fairly active.

*Manufacturing* of all kinds is brisk.

*Mining* is becoming more active.

There is also considerable work at *railroad construction, &c.*, going on.

There has been considerable activity at the *government dry dock*. Most of the time several boats are waiting to be docked for repairs or improvements.

There is also much *civic work*, laying of cement and other walks, extending the waterworks system, drainage, &c., going on.

The *Kingston Locomotive Works* is beginning to turn out engines regularly, and the company is making preparations for extension.

### CONDITION OF PARTICULAR TRADES.

*Building trades*.—The building trades are fully employed, and the question of hours of labour and rates of wages are receiving much attention.

*Metal and engineering trades*.—All metal trades are busy, as are also shipbuilders and engineers.

*Woodworking and furnishing trades*.—All departments of the woodworking and furnishing trades are busy.

*Printing and allied trades.*—The printing and allied trades are fully occupied.

*Clothing trades.*—The clothing trades are having a large fall trade.

*Food and tobacco preparation.*—Those engaged in the preparation of foods, tobaccos, &c., are fully employed. Another union cigar manufacturing concern is under consideration.

*Miscellaneous.*—Miscellaneous trades, barbers, hotelmen, laundry workers, &c., report a good fall trade.

*Transport.*—Freight handlers, longshoremen, &c., are preparing for a big rush in view of the settlement of the coal strike. Cabmen, street railway employees, teamsters, expressmen, &c., report a good business.

*Unskilled labour.*—Unskilled labour is still much in demand.

#### DISTRICT NOTES.

The output and prices of cheese for the sixty factories in this district is far in excess of previous years. The new school population from outside points continues to increase at the rate of forty or fifty per month.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The month of October has been a busy one, and on account of the fine weather trade has been flourishing. There was unusual activity, especially in the building trades, in order to have contracts finished on time, and consequently there has been good demands for all classes of workmen and labourers. The laying of granolithic walks, which the city began during the summer, is about finished. Banks report a good month's business. There has been large shipments of cheese during the month for the English market. Merchants report an increase of trade over the preceding month and also over the corresponding month of last year; they believe

it is due to the general prosperity that prevails and to the good prices farmers are getting for their produce. There have been no disputes between employees and their employers reported during the month.

##### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are enjoying a large share of the general prosperity. The price of cheese is 11½ cents per pound, which is the highest on record in two years.

The *fishing industry* in this locality is active, and large catches are reported daily. Buffalo affords the best market.

The different local *manufacturing plants* report good business. There has been no scarcity of coal, and consequently none of the factories or foundries had to close down.

A number of men have been employed on the G.T.R. building the new double track east of Toronto this summer, and they are still at work.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons, carpenters, joiners, lathers, plasterers and their assistants report a busy month. Many have worked overtime. Plumbers and steamfitters report a busy month. Stonecutters report a busy month with good prospects ahead.

*Metal and engineering trades.*—Iron moulders, iron workers and their helpers report a busy month. Machinists report a good month. Electrical workers have been well employed. The Belleville Hardware Company is steadily enlarging their premises. It is now doing silver plating, nickel plating, and reports very many orders on hand.

*Woodworking and furnishing trades.*—The month has been a busy one. A local sash and blind factory has been filling orders for Toronto.

*Printing and allied trades.*—Printing and the allied trades have been good during the month. There has been considerable book work.

*Clothing trades.*—A better month than September is reported.

*Food and tobacco preparation.*—Cigar-makers report a good month.

*Leather trades.*—Harness makers report a good month.

*Miscellaneous.*—Barbers report business good during the month. Furriers report their trade increasing.

*Transport.*—The increased amount of freight being moved caused a steady demand for more firemen and engineers on the G.T.R.

#### DISTRICT NOTES.

The *Trenton Electric Company*, which supplies electricity to *Belleville* for lighting and motive power from its plant at *Trenton*, has purchased another plant in *Belleville*, which it intends to run in addition to its present establishment. A large brick cold storage plant at *Trenton* has just been completed.

The new post office at *Deseronto* is rapidly nearing completion.

#### TORONTO, ONT., AND DISTRICT.

*Mr. Phillip Thompson, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Nearly all classes of labour are fully employed, and in some departments there is an active demand for men. Manufacturers are all busy, and many have orders which they find it difficult to fill. There is a steady increase in the number of manufacturing establishments. The prospects for an active winter's season are decidedly encouraging, with the exception of a few difficulties remaining unsettled the relations of employers and employees are satisfactory.

The strike of the men belonging to the building trades in the employ of *Frank Armstrong & Co.*, was compromised early in the month, the men returning to work on the 7th. The jewellery workers in the employ of *T. W. Ellis & Co.*, and the *A. E. Burgess Co.*, returned to work on the 20th instant, it being understood that the grievance complained of would be investigated.

On October 14 a number of employees met at *Webb's parlours* and established the *Employees Association of Toronto*, having for its primary object the prevention of strikes, and arbitration of all differences as far as possible.\*

#### CONDITION OF LOCAL INDUSTRIES.

Reports in connection with nearly all important branches of industry are of a favourable character, both as regards the present conditions and the prospects for the coming season. As previously stated all lines of manufacture are prosperous, with a steady demand for their output and an upward tendency in prices. A noteworthy sign of prosperity is the fact, that at the central prison there is an average decrease of 100 men this year, rendering it difficult to operate the various industries carried on, including the manufacture of rope, binder twine and brooms.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The same conditions noted during the last few months continue. Work is plentiful, and so far as those classes of mechanics engaged on indoor employment is concerned they are likely to have a busy winter. The system now pursued in erecting the best class of buildings is to put in heating apparatus as soon as possible, so that the indoor work can be pursued irrespective of the weather. Contractors now arrange for the construction of buildings with a view to finishing them during the late fall or winter, so that many men in the carpentering, painting and plumbing lines, &c., who used to look forward to being laid off for two or three months, now have work practically all the year round. Bricklayers have been very busy during the month, and more men could have found work. Plasterers were also much in demand, some of them receiving 40 cents per hour. Carpenters have no trouble in obtaining work. The two organizations in connection with this trade have recently received numerous accessions, the number

\* Full particulars as to this association will be found in a special article elsewhere in the present issue of the *Gazette*.

of union carpenters in this city being now about 1,200.

*Metal, engineering and shipbuilding trades.*—There is little change to note in the situation. Moulders report great activity and plenty of work. Of eight Scotch moulders recently imported for Gurney's establishment, in consequence of the strike there, three refused to go to work there on learning how matters stood and found jobs elsewhere. Machinists are hardly as busy as last month, but only a few are out of work. Brassworkers continue well employed. Shipbuilders have steady work and good prospects for some time to come. Sheet metal workers are all employed, and men are in demand.

*Woodworking and furnishing trades.*—This has been an active month, and trade appears likely to continue good.

*Printing and allied trades.*—Printers report that trade is somewhat slack, both in connection with job and newspaper work, with quite a number out of employment and conditions hardly so favourable as at this season last year. Bookbinders are fairly well employed. The women employed in bookbinding organized a union on the 7th instant, and subsequently made a demand for increased pay. A strike was threatened, but the difficulty was amicably settled by a conference held on the 27th of this month, and a compromise was arrived at by which the female bookbinders receive an advance in wages averaging 10 per cent. A reduction of three hours per week is left optional with each employer to introduce, if it can be done, without interfering too much with business.

*Clothing trades.*—Custom tailors and garment workers have both had abundant work. Those employed on ready-made goods are busier than was the case at this season last year, and will be engaged working on heavy goods for some weeks to come. Hat and cap makers are busy finishing winter stocks. There has been a marked increase in the number of shops in which this industry is carried on. It now employs some 200 work people, of whom about three-fourths are females.

*Food and tobacco preparation.*—Bakers and confectioners report a good month; the busy season has now fairly begun, and work will be plentiful for some time. Cigarmakers continue well employed.

*Miscellaneous.*—Laundry workers find trade rather slack as is usual at this season, but not many are out of work. A local union of the Brewery Workers of America was organized on the 4th instant.

*Transport.*—Employees of all branches engaged in railroad work are actively employed. Street railway men are not so busy, as during the summer and early fall months. Carters, teamsters and expressmen have plenty of work.

#### DISTRICT NOTES.

*Toronto Junction.*—The Gurney Foundry Co. have let the contract for the erection of their new building on Toronto Street, and work has been commenced; they are to be finished by January 1.

*East Toronto.*—The work of laying the new water main along the Davonport road is progressing, but it has been found difficult to obtain the requisite labour.

*Richmond Hill.*—An extensive addition to the local carriage factory is being constructed.

#### HAMILTON, ONT., AND DISTRICT.

*Mr. Samuel Landers, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

Labour of all classes is generally well employed. There is no cessation in activity compared with the previous month, except, perhaps, in the way of a falling off in the demand for labour.

The amalgamation of several harvester machine companies into the International Harvester Co., with manufacturing headquarters at Hamilton, has necessitated the changing of the plans of the Deering Harvester Company, and many large buildings are being erected on their grounds. There will be nine main buildings, besides many other smaller outbuildings. The largest

building will be a structure 168 feet wide by 800 feet long; the other eight will each be about 84 feet wide by 800 feet long. This does not include dozens of smaller outbuildings. The company has closed a contract with the Cataract Power Company for 3,500 horse power. During the month a notice has been published in the *Ontario Gazette* granting the International Harvester Company power to do business in Ontario. It is stated that the coming of the Deerings to Hamilton may result in the establishing, besides, of corundum works, binder twine and paint factories in the city.

During the month a building permit has been issued to the Hamilton Bridge Company for a steel fireproof factory building to cost \$15,000.

Rapid progress is being made on the buildings for the Otis Elevator Company at the foot of Victoria Avenue. According to the plans, the main building, the machine shop, is 160 feet by 76 feet; the woodshop is 80 by 40 feet; the blacksmith shop, 102 feet by 42 feet; the office, 50 feet by 30 feet; the foundry, 150 feet by 75 feet, and the cleaning shop, 67 feet by 50 feet.

The Sawyer-Massey Farming Implement Company is also doubling its output capacity. The boiler shop is to have an addition of 100 feet in its length, and when this is done, it will be 200 x 56 feet. The extra portion of the building is with a view to doubling the boiler shop's capacity. The wood shop will be enlarged and another story added, this making it a three-story building. The capacity of this department of the manufacturing concern will be doubled. A new building for extras and samples will be erected, and this will contain threshers and engines, besides being used for extras. This warehouse will be 175 x 50 feet. A new paint shop is among the extensions contemplated, and it will be 150 x 40 feet.

The expected great inflow of mechanics and workmen is creating a boom in building, and causing rents to increase. A syn-

dicate has been formed to erect 250 dwelling houses. It is calculated 1,000 new dwellings will be necessary. Bricks have advanced from \$6 to \$8 per thousand.

During the month the Smart-Eby Company changed the firm's name to that of the Smart-Turner Machine Company, Limited. The company has never had so much work on hand as at present, having a number of waterwork plants and other contracts in the course of construction.

Supplementary letters patent have been obtained by the Welland Compound Company, which has been in the manufacturing business in this city for a little over a year.

The following are the inland revenue reports for the month for Hamilton:—

Tobacco, ex-factory....	\$ 6,890 70
Tobacco, ex-warehouse....	17,845 13
Cigars, ex-factory..	1,536 00
Cigars, ex-warehouse....	3,657 00
Malt, ex-warehouse....	4,444 50
Spirits, ex-warehouse....	8,318 70
Bonded manufactures....	880 64
Methylated spirits....	462 67
Raw leaf tobacco.....	14,369 02
Officers' salaries in bonded manufacturers.....	75 00
Other revenue.....	90 00

Total, September, 1902....	\$68,569 36
Total, corresponding period, month September, 1901....	58,295 58

Increase, September, 1902..... \$10,273 78

During the month the local longshoremen established their new scale of wages, and on the 14th instant unloaded their first vessel of hard coal for the Gas Light Company under the new schedule. The new scale was in pursuance of a scale presented to the local dock owners last April, to take effect on October 1. The rates now are: Anthracite, 22 cents; bituminous, 25 cents, with 3 cents more on each ton for vessels with side hatches. This is an all-round advance of 5 cents per ton. The publishers of the three local newspapers have formed an association, and will affiliate with the Canadian Publishers' Association. During the month a Master Bakers' Association was formed in the city. The city team owners have adopted a new scale of prices as follows:—Teams, \$4 a day, an increase of 50 cents; delivery of coal, 40 cents a ton, formerly 30 cents. At the

civic board of works committee a notice was received from the Bricklayers' and Masons' Union that on and after November 25 its members will expect to be paid 40 cents an hour, and for sewer work 45 cents an hour. The committee agreed that the new rate shall be paid. The salaries of the truckers and checkers of the G.T.R. Company were recently increased. The city council also decided to pay double time for overtime and Sunday work to the men who were called out in rainy weather to keep gully drains open.

The only strike on in Hamilton is one in a harness shop. Two foremen contract from the firm for the making of collars, and in an attempt to reduce six men from \$2.10 per dozen for fitting up imitation case collars to \$2 per dozen, and from \$2.40 to \$2.25 on another class, on October 13, the men quit work. There is no settlement reported at the end of the month, but the men are in communication with the Ontario Labour Bureau in hope of securing a settlement under the Conciliation Act.

During the month a by-law was submitted to the county ratepayers for the purchase of the present privately owned roads. As there were several sections, the price was fixed by arbitration previously at \$98,000. The vote was taken on the 24th instant, and was carried by nearly 1,000 majority. The city is to pay its portion of the roads that are within the city limits. The directors of the Bank of Nova Scotia have decided to establish a branch in Hamilton. During the month the local Trades and Labour Council favoured the opening of the museum at Dundurn Park on Sundays, providing the Parks Commissioners arranged it so as no employee would be compelled to work more than six days in any one week.

#### CONDITION OF PARTICULAR TRADES.

*Building trades* are exceptionally busy. Bricklayers, masons and builders' labourers are very busy. Carpenters report work very busy in both mills and outside work. Painters are well employed for this season

of the year, at wages 23 cents an hour and a nine-hour day; this also includes paper-hangers and glaziers. Plumbers are all in employment at 25 cents an hour and a ten-hour day.

*Metal, engineering and shipbuilding trades.*—Work was never better with moulders; all men are in jobs, and stove plate, machinery and general jobbing shops are working full time, and never knew a busier season. Stove mounters report work conditions on a par with those of the moulders, and are very busy with all men at work. Machinists have been fairly busy in the several machine and jobbing shops. Electrical workers are very busy, matters running smoothly after the recent arbitration settlement. Linemen have also enjoyed a busy month. Sheet metal workers are continuing in steady employment. Horseshoers are also well employed. Jewellery workers are very busy, working overtime for some time past on account of the holiday season. Wages paid are fairly good, and hours have recently been reduced from 55 per week to 52.

*Woodworking and furnishing trades.*—Wood workers in the several mills and furniture factories have been fairly busy during the month.

*Printing and allied trades.*—The printing trades have been exceptionally busy during the month, and an idle printer who is a thoroughly competent man is unknown.

*Clothing trades.*—Custom tailors are very busy, reporting the busiest season for years; good hands need not be out of employment at good wages. Garment workers report a very good season, with a little fluctuation in some branches, but generally good; the wages are equal to any paid in Canada. Boot and shoe workers are fairly busy, some on week and some on piece work. What few hatters there are in town have been very busy during the month.

*Food and tobacco preparation.*—Bakers and butchers have enjoyed about the same business as last month. Cigarmakers re-

port trade first class, with no men out of work and good wages prevailing.

*Leather trades.*—Leather workers on horse goods report trade good, all being employed ten hours daily, with nine on Saturday; wages are only fair.

*Transport.*—Longshoremen report work on coal docks dull on account of the strike, but for what coal does arrive the advance requested of 5 cents per ton is being paid. Packet freight work is good, and the workers are generally well employed.

*Unskilled labour.*—Unskilled labour is generally very busy at 18 cents an hour in the civic employ, also at factories, foundries, &c., although in some places only 15 cents an hour is paid.

A Lathers' Union was formed here during the month.

The city truant officer is prosecuting persons employing children under 14 years of age. A bill poster employed a boy 10 years of age distributing bills, and was summoned and dismissed with a warning. The magistrate declared that in the future he would impose a fine in such cases of \$20.

#### DISTRICT NOTES.

*Niagara Falls.*—The Niagara Power Company have been advertising during the month for 500 men at \$2 per day. Several new labour organizations were formed here during the month. Painters organized, with W. H. Day as secretary, box 247. The suspender and neckwear workers were also organized, with Miss Rosie Murphy as secretary. The plumbers and steamfitters have also formed a local union.

*St. Catharines.*—On the 10th instant 25,000 bushels of wheat were rendered useless by fire and water at the Hedley Shaw flour mills. Some forty or fifty thousand bushels of wheat were stored in the front part of the mill and in the building on St. Paul street. This grain is practically uninjured. The loss is partially covered by insurance. The

fire is supposed to have been caused by the overheating of the pulley or hot box in the elevator. The employees did not lose much time as a result of the fire. During the month a Bakers' Union was organized; there was a bakers' union previously located here, but it disbanded. A retail clerks' union was also formed, both affiliated with their international union.

*Dundas.*—The different works and factories have been fairly busy during the month. The town council provided fuel at cost for the residents who had none during the famine. The old cotton mills, idle for many years, have been sold to some outsiders, and a boom is expected. A number of industries will be housed in the main building. A transformer and electric wire concern will occupy the lower floor. Cash registers and typewriters will be manufactured, and the Canada Can Company will use the back portion. The upper floor will be taken up by an electric supply manufacturing company. It is expected that all of the plants will be in operation by July next, and it is possible that an establishment larger than these will be accommodated on the rear portion of the property in the near future.

*Stoney Creek.*—One of the largest shipments of fruit ever sent from any fruit centre in Canada, in one day, was shipped from Winona. It consisted of seven car loads, comprising 17,035 baskets, aggregating 136,350 pounds. Grapes, peaches, pears and tomatoes were the fruits shipped. The distributing points were all the way from Winnipeg to the Maritime Provinces. It is said that the basket factory may continue to run all winter.

#### BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market during October, compare favourably with the preceding month, and also with the corresponding month last year. There has been employment for all those seeking work, and

more unskilled labour could have been employed. While there has been no scarcity of work, a number of the employees of the Massey-Harris works have been idle, on account of general repairing and the installing of new machinery. In the building trades work is plentiful, but wet weather interfered with outside operations, and plasterers were idle for a short time waiting on carpenters and plumbers. The extensive improvements which many merchants have made during the month, are evidences of prosperity. The Brantford Carriage Company is completing a large addition to its factory, and the Verity Plow Company a large addition to its moulding shops. The Pratt-Letchworth Co. has secured more land upon which to extend its present large plant; the company employs 300 men, and expects to employ nearly double that number before long. The Courier Printing Co., and the Hurley & Watkins Printing Co., have signed an agreement advancing the wages of their printers 12½ cents to take effect on January 1 next. A petition from the firemen requesting an advance in wages was favourably considered by the city council. In future the scale will be as follows:—

First year, \$1.30 per day; second year, \$1.40 per day; third year, \$1.50. Foreman, \$1.70; assistant foreman, \$1.60. Chief, \$900. This is an increase of 10 cents a day for the men, and \$100 per year for the chief. A feature of the month has been the large shipments made from a number of the factories. Amicable relations between employers and employees continue. The high price of coal and wood has been a serious problem to working men during the month. The prompt action of the city council has, however, relieved the situation to a large extent.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are very busy at this season of the year with their root crop, and fall ploughing. Potatoes are not a good crop, and prices are expected to be high.

The construction of the Grand Valley Railway and the Grand Trunk 'cut-off' is being pushed to completion.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—For bricklayers and carpenters work has been plentiful, but inclement weather has hindered outside operations. Plasterers have been kept back by many buildings not being far enough advanced. Painters and decorators have had steady employment. Plumbers, gasfitters and steamfitters report steady employment during the month.

*Metal and engineering trades.*—For iron and brass moulders work has been plentiful, with the exception of one foundry which has been closed for repairs and the installing of a large cupola. Coremakers have been fully employed. Machinists, metal polishers, buffers and platers have worked full time. Electrical workers have been unusually busy. Stovemounters and all blacksmiths have had a satisfactory month. Boilermakers have been rushed with work. Tinsmiths and sheet metal workers have had an extra busy month.

*Woodworking and furnishing trades.*—Woodworkers, carriage and wagon makers have had a steady month. Pattern makers and millwrights report plenty of work. Coopers have been busy, particularly on stock work.

*Textile trades.*—The woollen mills have run steadily during the month.

*Printing and allied trades.*—Printers and pressmen have been busy during the entire month; extra labour can find employment.

*Clothing trades.*—For journeymen tailors the past month has been better than the preceding one.

*Food and tobacco preparation.*—Bakers and confectioners have had a fair month; the price of cakes has advanced from three dozen for 25 cents to 10 cents a dozen straight. Cigarmakers and tobacco workers have had a steady month.

*Miscellaneous.*—Barbers, clerks and delivery employees have had steady employment. There is no demand at present for extra stenographers. Hotel, restaurant

and theatre employees have been busy during the month. Cooks and general servants have been in demand, particularly the latter. Laundry workers report a good month for October.

*Transport.*—Street railway employees have had steady employment. Carters and teamsters have been rushed with work, and the supply has not been equal to the demand. Expressmen have had a successful month. Cab drivers and hackmen report trade as being very fair.

*Unskilled labour.*—There has been few idle men upon the market.

#### DISTRICT NOTES.

*Paris.*—A new industry for the manufacture of refrigerators, screens, sashes, &c., has taken possession of the old wagon works buildings. From twenty-five to thirty men will be employed. Vacant houses are so scarce, that the Board of Trade has been discussing the question of providing houses for the mechanics who will soon be here in connection with the new industries.

#### GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

During the past month labour has been well employed in all lines, and there is a decided demand for more unskilled men. Taken as a whole, the past month has seen fewer men out of work or laid off for any reason than has been the case in a very considerable period. Factory workers of all kinds are steadily employed, and business generally is in a very healthy state. Owing to the gradual increases in the number of persons employed by the different factories, there is a scarcity of houses to rent, and great difficulty is being experienced in getting a sufficient number to accommodate the employees of the new pipe mill about to move here, for which a large bonus was recently voted. As a result rents have a tendency to go higher. Work on the new sewerage system is be-

ing held back somewhat owing to the scarcity of unskilled labour. A number of new factories and additions which have been in course of erection are either in operation or will soon be completed. The general tone of the labour market is a healthy one, and prospects are bright for a busy winter.

A report from the Labour Day demonstration committee showed a balance on hand of nearly \$300. No subscriptions were asked for any purpose, although such were accepted if offered.

##### CONDITION OF LOCAL INDUSTRIES.

The root and apple crops are now nearly all in, with the exception of sugar beet. Apples are being sold in the orchard for from 75 cents to \$1.25 per barrel for choice fruit. It will not be known for some little time whether the sugar beet crop has paid as well as other root crops do in an average year.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and stone-masons are very busy finishing up their season's work. Considerable over the union scale is being paid. The season here usually runs well into the late fall. Carpenters and joiners, painters, plumbers, tinsmiths, &c., are all well employed. Builders' labourers are very scarce.

*Metal and engineering trades.*—Iron moulders are busy. Everything is now running smoothly in this trade, since the settlement of their strike noticed last month. Machinists and sheet metal workers are all steadily employed, and prospects are for a busy winter.

*Wood working and furnishing trades.*—Wood workers have had a good month in all lines of their trade. Piano and organ workers are fully employed. Upholsterers are busy, with prospects of night work. Carriage workers report trade as better than in the preceding month. Coopers are busy on both apple and flour barrels. Tight-work coopers have also been busy on work for a new brewery here.

*Printing and allied trades.*—Printers report trade good. During the month a new agreement was signed by all the employing printers, which provides for the raising of the minimum rate from \$9 for 53 hours to \$9.50 for job and ad. men, and to \$10.50 for machine men, from October 20, 1902, to October 20, 1903, and to \$10 and \$11 respectively from October 20, 1903, to October 1, 1905. The old conditions of time and a half for overtime and the apprenticeship rules, &c., remain in effect, as well as the provision providing for arbitration in case of dispute under the agreement.

*Clothing trades.*—Tailors report the season a good one. Considerable night work is being put in.

*Food and tobacco preparation.*—Cigar-makers are busy, and men have been taken on. The opening of the Ontario Agricultural College and the attendance there of over 200 students and in residence, has made some lines of business brisker.

*Textile workers.*—Textile workers of all kinds have been well employed, including knitters, spinners, brussels weavers and in-grain weavers. Two new factories under construction are now about completed and the plants installed, and it is expected they will give employment to an additional number of knitters and spinners.

*Unskilled labour.*—Contractors on the sewerage system are offering 17 cents an hour for labourers and advertising for men. This is the highest rate for any number of men paid here for a long time.

Guelph Upholsterers' Union No. 41 has been reorganized, with I. A. Johnston, president, and Frank Horne, corresponding secretary.

A union of machinists has also been organized.

#### DISTRICT NOTES.

*Berlin.*—The new sugar beet factory has now started operations, and is the first fac-

tory of the kind to get running in Canada. Labour conditions in the town are very satisfactory, and employment is steady. There is a scarcity of men, especially unskilled labourers. There is no change reported in the wood workers' strike, except that a farmer near Berlin has offered the wood on a tract of bush to the strikers for the clearing of it, which some of them will undertake.

*Preston.*—Stove mounters, &c., are working overtime at present.

*Hespeler.*—In the woollen mills employment is good. An addition, 80 x 120 feet and three storeys high, is being put to one of the mills.

#### STRATFORD, ONT., AND DISTRICT.

*Mr. W. H. Westbrook, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market during the month of October were quite as favourable as for any other month of the past summer. There is not a man or woman wishing employment in this city but can get it. All factories are working full time. Two large factories will shortly be completed which will give employment to a large number of woodworkers, as well as furnish employment for a number of girls. Some ironworkers will also be required. Much marl clay is being dug in this vicinity and shipped to the Durham cement works to be mixed with the product dug in that locality. This gives employment to many excavators at \$1.70 per day, and men can always obtain employment at this work here. Houses are still very scarce in this city, and much anxiety is felt by working-men who are unable to bring their families here on this account.

##### CONDITION OF LOCAL INDUSTRIES.

Those engaged in *farming*, all report this industry as being in a very satisfactory condition. Good prices are being realized for all farm products, wood especially bringing a high price, on account of the

increased demand owing to the recent coal strike. A great many farmers in this district are feeding their grain to cattle and pigs, claiming that at the present prices of these animals more profit is thus made than by marketing the grain.

The *Stratford Woollen Mills* are rushed with orders. The *clothing factories* will be working overtime during November.

The *Grand Trunk Railway shops* employing about 800 hands are working 55 hours per week with prospects good.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, stone-masons, plumbers, tinsmiths and builders' labourers are all exceptionally busy, with prospects bright for some time to come.

*Metal and engineering trades.*—Iron moulders, boilermakers and machinists are all employed, and apparently there is plenty of work in sight to last all winter. Blacksmiths and horseshoers report having had a good month's business.

*Woodworking and furnishing trades.*—Woodworkers, cabinetmakers and machine hands have all been well employed during the month, with prospects of overtime being worked in the near future. Carriage and wagon makers are very busy. Coopers are very busy and in demand.

*Printing and allied trades.*—Printers report their trade as being good, with none out of work.

*Clothing trades.*—Tailors are very busy on ordered clothing, with a demand for more help in this district. Garment workers and ready-made clothing factories are rushed with orders, and girls may secure work easily at this branch of tailoring.

*Food and tobacco preparation.*—Bakers are all employed, and have had a good month. Butchers report their business good. Cigarmakers are all employed with increasing demand for their goods.

*Miscellaneous.*—Barbers report having been busy all the month. Clerks are all busy.

*Transport.*—Delivery employees are busy, but have to work very long hours, often not being through by Sunday morning. Railway employees have all had a good month's work. Several firemen and brakemen being taken on during the month. Teamsters, draymen and hackmen have all been busy.

*Unskilled labour.*—Unskilled labour is still in demand.

#### DISTRICT NOTES.

*St. Marys.*—All factories are busy with prospects of a good winter's work. Eleven thousand two hundred and fifty pounds of butter was shipped from here last week.

*Atwood.*—A large deposit of the proper quality of clay for the manufacture of cement has been discovered, and a company is being organized with a capital of \$500,000 to erect a plant for the manufacture of it into cement.

#### LONDON, ONT., AND DISTRICT.

*Mr. A. Woonton, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this city during the past month has been of a most satisfactory nature. Never before has the industrial activity been so great at this time of the year. The London Foundry Co. is building a large addition to its factory. St. Joseph's Hospital is being doubled in size, and with the McCleary rolling mills and tannery buildings there will be plenty of work in the building trades while the weather remains good. Tenders for a new armoury, to cost \$80,000, are to be in by November 7. The Perrin Biscuit and Candy Co. are to erect a large five story addition. On the railroads the freight business has reached unusual proportions, numerous special trains passing through here daily. Two very important motions passed the Trades and Labour Council during the month, one that: 'No person shall be eligible as an honorary member of this council, whose craft organization exists in the city and who himself

resides in the municipality,' and the other: 'No member of this Trades and Labour Council shall solicit votes, act as returning officer, deputy returning officer, poll clerk, scrutineer or otherwise act on behalf of or to advance the interests of the Liberal or Conservative parties. And any member found guilty of violating this provision shall be suspended for the space of one year, or longer if necessary, as the council in its judgment shall decide.'

The coal situation is gradually working into its normal condition. At the end of the month anthracite coal was beginning to arrive from the mines, and the municipal yard was selling to any one at \$10 per ton. It is expected the price will be from \$7 to \$8 all through the winter.

#### CONDITION OF LOCAL INDUSTRIES.

The *apple export* trade is reaching considerable dimensions in this locality, and quite a number of people from this city are employed in the packing and shipping of the same. Early fears of a disastrous potato rot are being realized, and they are selling at \$1 to \$1.10 per bag on the market.

Fifteen car-loads of rails have arrived for the new radial railway to run from London to Lambeth, and points south and west of here. Contracts have been let for part of the work.

The Builders' Supply Co., which comprises a majority of the city builders, have decided, owing to the high price of bricks, to build a brickyard of its own, and has purchased thirty acres of land for that purpose.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, carpenters and plasterers are busier than ever before at this time of the year, and will continue so while the weather is fair. Painters have been in demand during the month. A combined union church parade and service is to be held on Sunday, November 9, the collection to be given to disabled painters. Plumbers, stonecutters and building labourers are all busy.

*Metal, engineering and shipbuilding trades.*—Stove moulders, mounters and polishers are very busy, they report a larger number of wood, gas and oil stoves being made, and a less number of coal stoves. Machinists are busy. Electrical workers report business as fair. Boilermakers state that business was never better with them. Car builders at Grand Trunk Railway shops are rushed, 500 flat cars are yet to be built, and the machine shop, into which electric lights are being put, cannot keep up with the other departments, they will work overtime as soon as the lights are in. The hours have been reduced to 9½ on account of no lights.

*Woodworking and furnishing trades.*—Coopers are exceptionally busy, and considerable overtime is being worked.

*Printing and allied trades.*—Printers and the allied trades are very busy. Three nights a week overtime is being worked in most of the job rooms.

*Clothing trades.*—Tailors are very busy, working overtime almost every night. Garment workers and boot and shoe workers report trade fair.

*Food and tobacco preparation.*—Cigar-makers report all hands working and trade good.

*Miscellaneous.*—Brushmakers are having very little to do.

*Transport.*—Railroad workers report times exceptionally good, and spare men are making very nearly as good time as regulars. Ordinary labourers are finding plenty of work. The excavating work at the new gasometer is proving very difficult, and dynamite is being used to loosen the hard clay. A number are engaged cutting down superfluous trees on the city streets, and getting the wood free for their pay.

#### ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour continues much the same as during the summer months, all

classes of labour being actively employed with good prospects of continuance, so long as the weather is favourable for the execution of outdoor work. Amicable relations continue between employers and employees, and industry is undisturbed. The broom, brush and woodware factory, which commenced manufacturing at the close of last month, is rapidly getting into shape for handling a large trade, and gives promise of a large extension of business. The factory is equipped with the latest mechanical appliances, and is thoroughly modern. The broom and brush department is now employing about 100 hands, and the woodware department will require a large number more. Two hundred and fifty hands will be required to man the present plant when completed, of whom about 40 per cent will be girls and boys and 60 per cent men or youths. The firm sells its wares in both the home and foreign markets, directly to the retail trade through its own agents, and sends goods as far as the West Indies. Its raw material for brooms and whisks is imported from Central Illinois, Kansas and Oklahoma, and for brushes from Mexico, South America, France, China, Russia and other countries. Woodware material is secured in the local market and from timber limits in northern Ontario. The piece work system of working obtains largely throughout the entire industry.

#### CONDITION OF LOCAL INDUSTRIES.

Local industries continue prosperous. Farmers have harvested a good general crop, and prices are generally fair. *Manufacturing* keeps up to the standard, and is rather increasing in volume. *Railway traffic is brisk*, and affords increased employment to train crews. A notable feature in the M.C.R. locomotive and car shops is the increased amount of work being done with a normal staff of employees, as a consequence of a more systematic adjustment in the method of doing work, especially in the car shops, where in addition to the usual amount of repair work, thirty-two 80,000-pound freight cars have been built during

the past month, the largest number ever built in these shops in one month. It is claimed that as a result of the new system, cars are now being built at a less labour cost than was offered the men in the piece work proposal of the early spring. Twelve gondola flat cars have been turned out of the local shops of the Lake Erie & Detroit River Company during the past month for use in handling sugar beets in this district.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades continue busy, and the outlook for carpenters, lathers, plasterers, plumbers, steamfitters and inside workers is favourable for some time to come. For bricklayers, stonecutters and outside workers, however, the season will close early. A number of bricklayers will leave the city for outside points of building activity in the course of a few weeks.

*Metal and engineering trades.*—Iron moulders, boilermakers and machinists continue busy.

*Woodworking and furnishing trades.*—The wood workers in the turning, bending and carriage works, as well as car builders, are actively employed. Overtime prevails to some extent in the handle-turning factory. Coopers are very busy, the demand for flour and apple barrels being large.

#### CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of labour continues as favourable as during last month. The building trades have been very active, the supply both of skilled and unskilled labour being hardly equal to the demand. In civic work it has been almost impossible to get sufficient men to carry on the work to the best advantage, wages for labourers being \$1.50 per day of ten hours. Several fruit canning factories have been started, women and girls are in demand in the can-

ning and evaporating factories, at wages from 75 cents to \$1 per day of ten hours, work to last until January. Transportation is very active, large shipments of farm products and manufactured goods being made daily. Large quantities of lumber and cedar posts are being brought in both by rail and water, and distributed to different parts of the district. Wholesale and retail trade is fairly active. The demand for men has had the effect of raising the rate of wages in the building trade and civic work, from 10 to 15 per cent, the advance being voluntarily granted by the employers. There has been no disturbance in the labour market during October.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture.*—The farmers have finished the sowing of fall wheat, and are still busy harvesting apples. Sugar beets have been an excellent crop. The raising of sugar beets has been largely an experiment in this locality, and the success attending beet culture has proved entirely satisfactory.

*Manufacturing* is active in all branches, particularly in the planing mills and box factories, which have been running overtime the greater part of the summer. The wheel works are nearing completion and expect to be running in full force in a short time.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—All branches are fully employed.

*Metal and engineering trades* have plenty of work.

*Woodworking and furnishing trades* report plenty of work.

*Printing and allied trades* have all the work they can do.

*Clothing trades* are very busy.

*Food and tobacco preparation* have steady employment.

*Miscellaneous.*—Report plenty of work.

*Transport.*—Railway employees, street railway employees, cab drivers, hackmen, carters and draymen are all fully employed.

*Unskilled labour* is in good demand, and a scarcity of men is reported from all over the district. Advertisements are appearing daily for men to work in the sugar beet fields.

#### WINDSOR, ONT., AND DISTRICT.

*Mr. D. Mitchell, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market in this city and district has been very favourable during October, and surpasses the previous month in general activity. All branches of labour are greatly in demand, more especially in the building trades. The contractors are pushing the work in the new library, which is giving employment to a large number of bricklayers and labourers. The entire trade will be kept busy for some time to come, as some of the contractors are greatly in want of men. One cannot find a carpenter in this city out of work, and unskilled labour as well is very actively employed. The Erie Tobacco Company, of Kingsville, which was recently burned out, will resume its business in Windsor shortly. A special meeting of the city council was held, and it was decided to submit a vote to the city granting the company exemption from taxes and water rates for the year. The company has leased the Davies block, on Pitt Street, and has a large force of men employed getting it ready for occupation. About 75 hands will be employed.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are well employed. Carpenters and joiners are in great demand, and receive good wages. Lathers and plasterers report a busy month. Painters and paperhangers have all the work they can attend to. Plumbers, gas and steamfitters are rushed with work. Builders' labourers are all fully employed.

*Metal and engineering trades.*—Blacksmiths report plenty of work.

*Printing and allied trades.*—Conditions are very good.

*Clothing trades.*—Tailors are very busy just now with prospects good.

*Transport.*—The various employees engaged in the transport business, railroad men, freight handlers, street railway employees, cabmen, teamsters, unskilled labourers, &c., are well employed.

The printers held a meeting on October 14, and formed themselves into a union of 20 members. President, James Cranlon; secretary-treasurer, William Cambell.

The barbers have also formed themselves into a union of 25 members, with Norman Jackson, president, and Andrew Kenney, secretary and treasurer.

#### DISTRICT NOTES.

*Walkerville* is experiencing a building boom. Many persons employed in the factories are obliged to live in Detroit, because they are unable to secure homes on the Canadian side. Houses have been springing up with rapidity during the last few months, but are rented as fast as they are completed. There are ten houses under way at the present time. Berry Bros., of Detroit, are building a large varnish manufactory which will give employment to a large number of hands.

#### WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

Through the month of October the demand for labour of all kinds has been very keen. A sharp advance in wages has taken place in several vocations. Eagerness to finish buildings before the winter sets in caused a pronounced movement amongst contractors to get sufficient men. Wages, in some cases 50 per cent higher than the agreement price, were offered to especially good bricklayers, and in almost every other branch advances were made to

hold men or secure a sufficient supply of labour.

The completion of threshing in several parts of Manitoba is causing a considerable immigration into Winnipeg of general labour. Threshing, however, is by no means completed, and there are large bodies of men who will not be released from such employment for some time yet. Those who are leaving, generally speaking, are returning to Ontario. Large numbers, however, especially from the extreme eastern points of Canada, intend staying in the province, and are looking for the more permanent sources of employment, such as the woods and lumber camps, during the winter months.

The industrial interests of the locality will be considerably enlarged by the addition of two large saw mills. Logs will be brought from districts reached by the Canadian Northern Railway. The companies engaged in this trade have already secured locations for their mills. With this exception, there does not appear to be as much development in manufacturing as in almost every line of business. Larger demands are being made on factories which necessarily must be close to the point of consumption, and which are protected by transportation cost, but there is no indication of development of new factories for making commodities for markets other than local.

The transportation companies are still not in a position to meet the full demands made upon them. Cars are reported short at many points, and elevators are full. The advanced price of wood for fuel purposes is attributed by some to the inadequate transport facilities. Commercial activity has developed at a greater pace than anticipated, and together with the phenomenal crop, a combination of circumstances is formed which was difficult to foresee or prepare for.

Business activity continues to increase. The proceeds of the harvest are beginning to reach the city. Many of the large implement firms with headquarters at Winni-

peg report very heavy collections, while the harvest labourer returning with his wages to the city is a very important factor in the prevailing active retail trade.

Wages all round are beginning to reach that point which will make the increases correspond with the all-round advance in prices. A general scarcity of help of all kinds is being felt. Wood sawers are now demanding \$3 per cord as against \$1.50, the price not more than a few months ago. Errand boys are also looking for an advance, and since the commencement of the schools seem to be in great demand.

A by-law permitting the operation of street cars on Sundays is to be submitted at the forthcoming civic elections. The members of the Street Railway Men's Union in conjunction with a committee of the Trades and Labour Council are taking steps to ensure regulations providing that men be required to work not more than six days a week. With this end in view, a resolution was submitted to the council providing for the inclusion in the by-law to be submitted the following clause:—

And the said Winnipeg Street Railway Company, in consideration of the premises, and also in consideration of the said corporation submitting the questions of the running of the cars upon Sunday to vote of the citizens, doth, for itself, its successors and assigns, covenant, promise and agree with the said corporation, that the said company, its successors and assigns, will not require or permit any of its employees to work in its service more than ten hours per day, or more than sixty hours per week, all of which sixty hours' work is to be performed in six days of such week; and no employee having worked upon six days shall be required or permitted to resume work until he has been a complete day of twenty-four consecutive hours off work, which twenty-four consecutive hours shall be computed from 5.30 o'clock a.m. of such day.

The opinion of the city solicitor was that such would not be in accordance with the Act respecting the submission of by-laws. If the by-law was passed the council had power to refuse to permit the company to operate on Sundays.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculturists* have been very busy with the continued threshing. Some slight rains have made the ploughing better.

The reduced stocks of lumber have made the *lumbermen* active, and large gangs are being organized to go into the bush. The unusual demand for such men at a time when they are particularly scarce is causing wages to rise.

Inquiries at the employment agencies elicit the information that the supply of labour is being augmented by returning harvesters. Men for bush work are being offered from \$26 to \$35 per month, with board and free transportation to point of work. The latter condition to apply provided they stay till camp is broken up. Good men have no difficulty in getting the \$35. For cordwood cutting there has been a decided advance. Dry tamarack is being paid for at the rate of \$1 per cord on uncultured bush.

As during last month, as large staffs as practicable are being employed by the railway companies. Everything available in the character of rolling stock is being utilized.

The closing down of civic works for the winter this year appears to be unnoticeable, although the cessation of such work in previous years has always been regarded with alarm.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—In almost all branches of the building trades men have been very scarce during October, in spite of the fact that more men are employed than at the same time in any previous year. The estimated outlay in building operations this year in Winnipeg is \$3,000,000. The unions have all increased in membership very largely, and the wages paid to bricklayers have taken a sudden rise. At the commencement of the season they were paid 52½ cents per hour. Now they are being paid rates varying from the latter figure up to 75 cents per hour. At the beginning of the season the rate agreed upon between the Builders' Association and the Bricklayers' Union was 52½ cents. Later in the season, when certain contractors found that they were not getting what they consid-

ered a fair share of the available men, they ascribed as a reason therefore that other contractors were paying more than the Association price, contrary to arrangement. Thereupon a sharp contest for men ensued and the rate went up very suddenly.

*Metal and engineering trades.*—All the metal working trades are busy and no man need be idle. Tinsmiths are especially busy fitting up the necessary heating apparatuses for the approaching winter. The completion of walls and roofs of buildings ready for the cornicing and other finishings is taxing the resources of that class of labour.

*Woodworking and furnishing trades.*—The factories in the woodworking lines are overcrowded with business, and contractors are complaining of inability to get their orders filled within a reasonable time. The fitting up of new offices is also causing a considerable business at the present time.

*Printing and allied trades.*—The printing trades continue to be busy. The scale committee of the Printers' Union is sending out "Cost of Living Schedules" with a view to determining whether their present rate of pay is in accordance with the increased cost of living. The schedules are exciting a good deal of interest amongst the printers.

*Clothing trades.*—The garment working trades are not as busy as they have been during the season. The staple output is overalls, and the demand for these ceases with the cessation of summer work. The factories are running with almost a full complement, but orders are lighter. In the journeymen tailor trade employment continues to be good.

*Food and tobacco preparation.*—The cigarmaking industries are continuing with a good steady business. A factory employing 25 hands will soon commence operations.

Painters' and Decorators' Union, No. 739, was organized during the month, with R. J. Hawkins president.

## BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

In all branches of trade there has been great activity during the present month. Especially in the building trades this state of affairs is evidenced, every available man being employed so as to get the work completed before the winter sets in. There has also been a great demand for help in the agricultural districts, and the supply has not been adequate. The binder twine factory has closed for repairs, and the putting in of additional machinery, and one of the largest local saw-mills has also shut down for the season. There is exceptional activity, however, in the sash and door factory and planing mills. Large consignments of goods and all kinds of merchandise for the city and district is coming through the railway freight sheds, and wholesale and retail merchants are doing a good trade. There have been no changes in rates of wages or hours of labour, and no industrial disputes throughout the month.

### CONDITION OF LOCAL INDUSTRIES.

Owing to the splendid harvest weather which this district has enjoyed, the *agricultural* situation is all that can be desired, although farmers have had great difficulty in securing sufficient help to take off the crop. They have adopted the old custom of joining forces and going to their neighbour's assistance. They have in this way succeeded in placing their crops in a safe condition for threshing. The threshing outfits have been increased by a number of machines coming into the province from North Dakota. The work of threshing is in full operation throughout the province.

With two exceptions all *factories* are doing a fair business.

*Construction work*, especially on the Canadian Pacific Railway on the new extensions, is being proceeded with in all possible haste so as to complete the work before winter sets in. The company has

had great difficulty in keeping the men, as the farmers offered higher wages.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers are still busy, but masons are not so busy as earlier in the season. Lathers and plasterers find trade good up to the present. Painters report trade good with openings for more men. Plumbers report trade very good. Steamfitters are a little slack. Stonecutters are working overtime, and builders' labourers are steadily employed.

*Metal and engineering trades.*—Machinists and engineers report trade good with openings for good men at good wages. Blacksmiths are well employed, but there are no openings. Boilermakers report work as good with openings in railroad and machine shops for good men. Steady employment and good wages are promised.

*Printing and allied trades.*—Printers report trade good.

*Clothing trades.*—Men engaged in the clothing trades are working overtime to keep up with orders.

*Food and tobacco preparation.*—Bakers and confectioners report trade active. Butchers and meat cutters are also busy. Cigar-makers and tobacco workers report trade excellent.

*Transport.*—Railway employees are all busy. Trackmen are very busy, and there are openings for a number of men. Men engaged in freight handling were never so busy.

*Unskilled labour.*—Unskilled labour is very scarce, as all available men are working with the threshing gangs. The railroads are employing every possible labourer. This condition of affairs will only last for a few months longer.

#### DISTRICT NOTES.

Reports from surrounding districts are very encouraging from an industrial point of view. Towns and villages are participating in the benefit of a bountiful harvest. New buildings, elevators and warehouses

have been erected, and business men report trade very satisfactory. Although late in the season, quite a number of home and land seekers have come in this month; and very large sales of land have been made to capitalists who have been through this district. The Territories are still sending large shipments of stock east by the Canadian Pacific Railway and Canadian Northern.

#### NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market remained favourable during the past month. Outside work has been delayed somewhat owing to wet weather, but the building trades on the whole are fairly active, and the demand for unskilled labour still continues. The fishing industry still continues active, the price of cohoes increasing to 20c. per fish for a number of days. They are now selling at 12½ cents per fish, and dog-salmon at 3 cents per fish. A considerable business has been done in dry salting and otherwise curing dog-salmon, which is being nearly all forwarded to Japan. The Japanese residents on the river have been especially active working up this trade with their native land. During the past month no less than 2,000 tons have been shipped to Japan. The run of coho salmon has been the largest for many years, and is about over, and the Americans who have been canning these fish are closing down, the cold storage company freezing them and shipping them to the east.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report trade fairly good for the time of the year.

*Metal and engineering trades.*—Work in these trades is good, and there is a large amount of repair work in the shops. The shingle trade is still booming with orders ahead for sometime to come.

*Transport.*—Business on the river is brisk with a demand for men. Street railway employees report working full time, a large amount of freight being carried at the present.

*Food and tobacco preparation.*—Cigar-makers are very busy, and one factory has increased its working staff to keep up with orders on hand.

#### DISTRICT NOTES.

The fruit drying plant at *Chilliwack* recently opened, is running full time, and upwards of five tons of prunes have been dried and find a ready market.

*Cloverdale.*—Two new shingle mills have been started, and are now running full time, and making regular shipments to outside points besides supplying the local market.

Now that the splendid crops of the *Fraser Valley* have been all gathered in, business in farm real estate is improving, and many inquiries for farms in the district are being received by local real estate dealers. Several good farms in this vicinity have been sold during the past month, and it is likely that quite a number of new settlers will come in this winter.

#### VANCOUVER, B.C., AND DISTRICT.

*Mr. George Bartley, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The weather during October has been exceptionally favourable, and on that account outside work has been brisk, contrary to expectations. There has been a continued demand both for men and lumber in the building trades. The supply of building timber has not been equal to the demand, and in many cases builders have been hampered in this regard. The foundries and moulding shops are very busy, in some cases overtime work is reported. The local volume of trade has been good, but the outside trade is still falling off, and in this respect local merchants are complaining. The labour market is steady

and settled, though in some quarters an advance in wages is looked forward to. The supply of clerks exceeds the demand, but as the holiday trade opens more will be needed, and prospects are encouraging. Already a number of prospectors have returned from the mountains and elsewhere, and a large number have left for the south, *i.e.*, to San Francisco and Seattle, where they will remain for the winter.

The Trades and Labour Council has adopted a report of its parliamentary committee recommending that the city council enact that all drivers of vehicles be not less than 18 years of age; that they pay a license fee, speak the English language, be designated on the rigs by a number, and that a fine be imposed upon delinquents.

Upon the Tailors' Union presenting facts to the city council that a successful tenderer for overcoats for the police could not use the union label, the contract was taken from him and given to a contractor whose price was \$25, or \$4 more than the lowest tender, who could use the union label. The civic by-laws provide that the union label must be used on the work done for the city.

A petition praying that the hour for closing shoe stores be extended one hour was presented by certain merchants to the city council, the latter body refusing to consider it. The civic by-law provides that all shoe stores be closed at 6 o'clock on all nights, excepting on nights before holidays. About 350 miners are expected down from the north on the next boats, which practically ends travel for the season.

Express companies now charge 50 cents extra per pound for freight going through to Dawson from Vancouver. This will stand until navigation reopens next spring.

Fishing operations continue dull in the inland waters. The halibut deep sea fisheries are fairly prosperous. About four car-loads of this fish are shipped a week to Boston, Mass., in refrigerators.

Nine donkey engines are being built at the Vancouver Engineering Works and the

Albion Iron Works, and both companies have orders ahead. Orders for logging engines were never so numerous.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Builders' labourers are all busy.

*Metal, engineering and shipbuilding trades.*—With linemen prospects are not good, but all are at work at present. Blacksmiths report work fair, particularly horseshoers and tool-sharpeners. Watch repairers are busy.

*Woodworking and furnishing trades.*—Upholsterers are very busy. Shingle weavers are also very busy. With coopers there is not much employment offering.

*Printing and allied trades.*—Job work is dull. Newspaper work is fair and prospects are good. Pressmen are not in demand.

*Clothing trades.*—Tailors report work fair.

*Food and tobacco preparation.*—Bakers report work dull, but prospects fair. A co-operative bakery is in course of formation. With butchers, cutters are busy, but the trade is controlled practically by one company. Cigarmakers report about thirty men employed. More imported cigars are used than domestic.

*Miscellaneous.*—Barbers charge 15 cents as price of shaving; hair-cutting, 25 cents; shampooing and singeing, 25 cents. There are a few ten-cent shops on the water front. Trade is generally good. All laundries are very busy. Patrons complain of poor work.

*Transport.*—All the street railway employees are organized, and the union is recognized by the company. The organization is in a healthy state and on the best of terms with their employers. Teamsters have presented a new schedule of wages, which has been generally agreed to by the employers.

The boilermakers' helpers have organized with twenty-five members.

The society formerly known as the Mainland Steamshipmen's Protective and Benevolent Association of British Columbia, has changed its corporate name to that of the British Columbia Steamshipmen's Society. Mr. C. H. Kenyon is president of the society and Mr. George Noonan secretary.

#### VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market is still in a satisfactory condition, but trade in some lines is not quite as active as during the preceding month. The demand for unskilled labour, which has been keen for the past few months, is now normal with a supply equal to all emergencies. The street railway company has a gang of fifty men still employed in extending and improving its system. Work on the formation for the new steel bridge at Point Ellice has commenced, and will provide employment for a large force of men. The bridge will cost about \$32,000. At the request of the retail grocers, the city council has passed a by-law regulating the closing of stores of that class, the closing hour being 6.30 p.m., except on Saturdays and evenings preceding holidays. The Labourers' Protective Union has established an employment bureau, where unemployed artisans can register, and employers can thus secure a supply of men.

#### CONDITION OF LOCAL INDUSTRIES.

Lumber mills and sash and door factories report business and prospects bright.

During the month two sealing schooners left this port for the Falkland Islands. They carry full white crews and go prepared for a two years' cruise. The Behring Sea fleet has not all returned to port yet, but what vessels have returned have not been as successful as in former years. Some of the vessels now in port are preparing to leave for the Japan coast.

## CONDITION OF PARTICULAR TRADES.

**Bricklayers** are fully employed. Trade is dull with masons. **Carpenters and joiners** report trade as fair. **Lathers, plasterers and painters** are in demand. **Plumbers** are fairly well employed, but work is slack with stonecutters.

**Metal, engineering and shipbuilding trades.**—**Machinists** report trade dull; **moulders** fair; **blacksmiths** good, and **boilermakers** have been unusually busy. **Electrical workers and linemen** are well employed. **Shipbuilders, shipwrights and caulkers** have had a good month, and on several occasions extra help was required, which could not be supplied.

**Woodworking and furnishing trades.**—**Carriage and wagon makers** have all the work they can attend to.

**Printing and allied trades.**—**Printers, pressmen and bookbinders** are fairly well employed.

**Clothing trades.**—**Journeymen tailors** report trade as very much improved, being decidedly better than for the corresponding month last year. **Coatmakers** are in demand, but the prospects for permanent employment are not bright. **Garment workers** are busy.

**Food and tobacco preparation.**—On the 1st instant the Bakers' Union submitted a schedule of wages and conditions of employment to the master bakers, which has been accepted and signed by all employers in the city. It provides that ten hours shall constitute a day's work. **Journeymen bakers** shall be paid at the rate of \$16 per week; **foremen**, \$18 per week, and **jobbers**, \$3 per day. No member of the union shall work with Oriental labour. After November 1, 1902, night work shall be abolished. Members are forbidden to receive board or lodging as part payment for wages. One apprentice shall be allowed to each shop at a minimum wage of \$4 per week for the first year, \$7 per week for the second, and \$10 per week for the third. **Cigarmakers** report trade fairly good.

**Transport.**—Navigation on the northern rivers having ceased for the season, a large number of steamboat men will be out of employment. **Shin labourers** are kept busy. **Street railway employees** have had a good month. **Teamsters and expressmen** report work plentiful.

A union of musicians has been formed with a membership of 50. The temporary officers are Frank J. Shiphere, president; S. C. Carroll, secretary.

## DISTRICT NOTES.

**Crofton.**—The smelter is now in operation, but is not yet worked to its full capacity. Labour is in demand.

**Ladysmith.**—The last of the machinery for the Tye smelter is being installed, and preparations are being made for the blow in at an early date.

**Chemainus.**—Shipments of lumber for the month of September were small. For South Africa, 1,210,357 feet were loaded, and for South America, 1,647,240 feet.

## NANAIMO, B.C., AND DISTRICT.

*Mr. A. E. Spencer, Correspondent*, reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market shows very little change from last month, there being a feeling of uncertainty in most branches of industry, owing to the uncertain tone of the coal market. The milling and lumbering business still remains active. In commercial circles business is quiet at present. During the month a royal commission 'appointed by the provincial government' has been taking evidence at the different collieries in the province to see if the mining regulations could be improved upon, so as to lessen the large loss of life and property, which have occurred in the province lately. A large amount of evidence, both expert and practical, has been taken, and will be laid before the house at the next session.

## CONDITION OF LOCAL INDUSTRIES.

The *fishing* industry is dull.

In the *lumbering* industry business is very good, there being a fair demand for good hands in the camps, and the mills working steadily. The local mill has started a new department, that of dressed cedar lumber for the North-west trade, and the prospects are good for some time to come.

In the *coal mining* industry business is quiet and uncertain, there being a number of men out of work. The resumption of the use of coal on the railroads in California (oil it is said having proved to be more expensive and less reliable than coal) may, in the near future, have a good effect on the coal trade here.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—In the building trades there is little if anything doing now, with poor prospects of improvement this year.

*Metal, engineering and shipbuilding trades.*—In the metal trades there is very little doing. In the blacksmiths' and carriage-makers' branch, while local business is fair, there is no general activity.

## DISTRICT NOTES.

In the district, general trade is in about the same condition as in the city. At *Ladysmith* the smelter is nearing completion. This, when done, will employ quite a number of men. On the west coast the quartz mining industry is quiet.

## THE PENNSYLVANIA COAL STRIKE AND THE COAL SITUATION IN CANADA.

## I. INTRODUCTORY.

THE strike of mine workers in the anthracite coal fields of Pennsylvania, which commenced on May 12 and terminated on October 15, was more far-reaching in its social and economic effects than possibly any other industrial event of the present year, so far at least as the United States and Canada are concerned. Seldom have the relations between labour and capital in any one industry, and their effect upon the well-being, not only of whole communities, but of nations as well, been more forcibly illustrated. The nature of the demand and of the supply of anthracite coal combined during the last few weeks of the strike with the needs of the approaching season to give to the situation an acuteness and significance such as is seldom witnessed in the great conflicts of labour and capital which have accompanied the industrial development of the times. It was no uncertain awakening which came upon Canada and the United States as there loomed into consciousness the tremendous truth that the well-being of a large percentage of the entire population of both countries, and not the claims of capitalists and workmen

alone, was the main feature of the situation as it had come to be in consequence of the prolonged dispute. Perhaps most remarkable of all was not the fact that the people of the United States should have been so immediately and largely affected by the strike in so great an industry in their own country, but that in Canada the effects of the strike should be hardly less serious to commercial and private interests than they were across the line. What these effects were to the people of the United States has received much attention from the American press and from additional sources, official and other, in that country. In what ways and how far the strike has affected Canada is a question of the greatest moment to the Dominion, and of more than ordinary interest to all classes here.

## Special Investigation by the Department of Labour.

With a view to ascertaining the extent to which the strike in the Pennsylvania mines influenced the economic and social welfare of individuals and commercial and industrial interests generally in the Dominion,

the Department of Labour during the month of October conducted a special investigation into the situation in Canada, endeavouring to make this investigation as comprehensive and accurate as the time and facilities at its disposal would permit. It was universally recognized that a principal effect of the strike had been a general rise in the prices of coal. It was not, however, until this rise had become very considerable in the large centres of population that attention became more immediately directed to the nature and extent of the available supply of coal in the market. Discussion having been aroused and an interest created in this subject, the approach of the winter season helped to reveal the real gravity of some of the problems to which a continuance of the dispute would inevitably give rise. When once it was recognized that the material comfort of families in their homes, of men and women in their several places of employment, and in the pursuit of their several vocations, to say nothing of the successful carrying on of industry and commerce itself, was dependent on the availability of the necessary and customary fuel supply and that as a matter of fact the possibility of obtaining this supply was becoming day by day a matter of greater uncertainty, other phases of the situation were brought to light, and many methods of dealing with it proposed and attempted. Few matters in this connection received more consideration than those which had to do with the available substitutes for coal should the country be brought to face a partial or absolute famine in that commodity. The attempt on the part of municipalities to deal with the problem, and the consequent corporate action which was taken in some places was a further feature at once instructive and suggestive. What were the actual facts with reference to each and all of these several important topics was the subject of special investigation by the department, the results of which are hereinafter set forth.

#### **Information from Coal Merchants.**

The information on which the results of its investigations were based was drawn by

the department in the main from three distinct sources. In the first instance a request was sent to local retail coal dealers in the principal cities and towns in all parts of the Dominion, asking for a return to be made up in accordance with the methods set forth in blank schedule forms supplied for the purpose by the department. It was pointed out in the communication sent to the coal dealers that the investigation was being made in pursuance of an Act passed by Parliament in 1890, which provides that the Department of Labour shall institute and conduct inquiries into important industrial questions upon which adequate information may not be available, and it was urged that in view of the serious situation before the country at the approach of the winter season, and its importance to the people of Canada, reliable information should be furnished on the points mentioned. The schedules sent out by the department were prepared with a view of obtaining information in regard to both anthracite and bituminous coal, with the prices of these commodities arranged in such a way as to afford a basis of comparison between the present and the past two years, and also between the several months extending over the period during which the strike was in continuance. The communications of the department were mailed from its offices on October 8. At that time it was necessary to fix a date on which the schedules should be returned, and to indicate to what period of time it was desirable that information should be given. Through a fortunate coincidence, the date fixed by the department as that for which the last return as to prices was to be made, happened to be the one on which the strike itself was terminated. As a result the information received in the replies sent in by local coal merchants has been of a sort to indicate the complete movement throughout the entire period of the strike. The department also requested from the local dealers a statement of the supply which they had on hand available for purchase on October 15 and a statement of the nature and extent of the substitutes for anthracite coal being used in their ser-

eral localities. Altogether communications were mailed to about 1,000 retail coal merchants. Up to the close of the month replies giving the information requested had been received from about one-third.

### Information from Coal Companies.

The second source of which the department availed itself for information in regard to the situation was the several coal mining companies of the Dominion. To these companies a special communication was sent on October 9, stating, as in the case of the communication sent to the coal merchants, that the information was being sought in pursuance of special legislation for the purpose, and asking information for the following among other points: The nature of the output; the yearly output per annum for a number of years past; the chief markets to which supply is sent; the selling price of coal per ton during the past five years; the extent to which the strike in the United States had led to an increased demand; from what source this demand had come, and to what extent employment in the mines was affected by it; to what extent also the mines with present facilities were able to meet the increased demand, and to what extent, if any, they may have been embarrassed in meeting the additional demand in consequence of inadequacy of transportation facilities or obstacles of another sort. There are altogether about 25 companies of importance doing a coal mining business in the Dominion, and to all of these the department addressed its special communication. About one-third of the number had sent in replies at the close of the month.

### Information from Special Correspondents.

The third source from which the department gathered its information was its staff of special correspondents in all of the cities of the Dominion. In order that there might be uniformity in the reports sent in by the correspondents, as well as that none of the main features of the situation might be overlooked in any of the localities, instructions were specially pre-

pared, with a view of indicating the subjects on which special investigation was to be made and the order in which the several reports thereon were to be given. Among the former the most important were (a) the nature of the coal supply in the locality, including in this the amount of anthracite and soft coal in proportion to the demand for same, the source of supply, and the extent to which anthracite and soft coal respectively are used for manufacturing, heating and other purposes; (b) the effects of the limited supply in consequence of the anthracite strike, noting in this connection the effect upon prices of coal, the extent to which individuals and public bodies, manufacturing concerns and other interests were embarrassed in their ability to obtain sufficient coal; to what extent transportation had been affected; what evidence of distress or suffering was caused, what lack of employment might be attributed to the situation; the nature and extent of the substitutes for anthracite coal which had been resorted to; the effect on the prices of other commodities in consequence of the rise of prices of coal, and the increased demand for substitutes, and other economic effects. Finally (c), a report upon the methods proposed to meet the situation, either on the part of municipalities, societies or private individuals, and the nature of these methods and the extent of their adoption. The correspondents were also required to make a special return upon the prices of coal in their respective localities arranged as in the case of the schedules sent to the merchants with a view of affording comparison with past years and between the several months of the present year during the time in which the strike has been in continuance.

### Other Sources of Information.

In addition to these three sources, which may be regarded as the original sources of information, the department also watched with care reports of the situation as it affected localities throughout the Dominion as recorded in the local press. To this

also should be added as a further source of information special correspondence with individuals and special researches in blue

book and other publications, carried on with the view of verifying or augmenting the information at hand.

## II. EFFECTS OF THE ANTHRACITE STRIKE ON CONDITIONS IN CANADA.

The domestic supply of coal is undoubtedly the most important single factor deserving consideration, in attempting to account for the economic effects produced in this country by the coal strike in Pennsylvania, and perhaps the most important single factor brought to the notice of the Canadian public, as a consequence of the strike, is the extent to which this country is dependent upon the United States for its supply of anthracite coal. So important has this matter appeared that the department has made, as a part of its general inquiry, a special investigation on the subject of coal production and supply in Canada, the results of this investigation appearing elsewhere in the present article under that designation. It is sufficient to mention here one or two outstanding features of the situation.

### General Considerations.

In the first place it appears that for practically the whole of its anthracite supply, Canada is dependent on the coal fields of Pennsylvania, the very scene of the recent strike, the coal mined in the Dominion being almost entirely bituminous or lignite. In the second place there is what seems at first sight an anomalous position, in that Canada is at once a large exporter and a large importer of coal. The reason for this latter fact is apparent when the immense distances of the country and the problem of transportation are taken into consideration, the great coal producing areas of the Dominion being at the extreme east and the extreme west with several thousand miles between them. These two facts give the key to the economic effects of the strike as experienced in this country.

As might be expected bituminous coal is consumed in much larger proportion than anthracite in those parts of the country where it is being continuously mined. In

Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, for example, bituminous coal is used not only to a larger extent for manufacturing, but also for domestic purposes than in any other parts of the Dominion. In the last named province it is used all but exclusively. As a consequence, the strike of the anthracite workers in Pennsylvania did not affect, even so far as the prices for anthracite or bituminous coal were concerned, conditions in British Columbia. In the maritime provinces there was little more than an appreciable rise in the cost of bituminous coal, and that only in one or two of the largest centres in less immediate proximity to the mines. In the prices of anthracite coal the case was otherwise, such prices having as much as doubled in a number of localities during the period of the strike. But economic effects of other sorts, such as embarrassment to industries, distress among the poor and the like, were scarcely felt, a means of redress being at hand in the abundance of bituminous coal available at current rates. In Quebec, Ontario and Manitoba, the situation, however, was very different. In these provinces the effects of the strike were strongly felt, and as between them the difference was one only of degree.

### The Maritime Provinces.

Practically no anthracite is used for manufacturing purposes in any of the maritime provinces, and its use for domestic purposes is much less than in other parts of the Dominion, British Columbia alone excepted. The supply of bituminous coal comes entirely from the mines of Nova Scotia and New Brunswick, and their presence at hand accounts for the extended use of soft coal where in other provinces anthracite is generally used. No anthracite coal had been imported to or sold in Charlottetown, P.E.I., since the month of May. In Halifax, N.S., the supply of an-

thracite became completely exhausted during the course of the strike. At St. John, N.B., it was very limited, and the price, \$15 per ton, which was asked during the late period of the strike, made its purchase practically prohibitive. These conditions in the chief cities of the several provinces may be taken as reflecting fairly the general situation.

### Effect upon Prices.

As already pointed out, the presence of the bituminous mines in the provinces of Nova Scotia and New Brunswick prevented any change in the prices of that commodity beyond a very limited extent. For a time it appeared that the increasing demand for bituminous coal might cause a rise in its price at the mines. But there were no evidences of this rise taking place. On the other hand, the increased demand for bituminous coal coming largely from the United States, Quebec and Ontario, owing to its being used as a substitute for anthracite coal in these parts, as well as in the maritime provinces, caused dealers in the latter provinces to experience some difficulty in having their orders for additional supplies satisfactorily met. In some localities, however, notably in Halifax, the price of bituminous coal rose, in consequence of its scarcity and the inability of the dealers to secure it in the quantities required. In some of the small towns, such as Hantsport, it was six or eight weeks before local dealers were able to have their orders for soft coal filled, although some were comparatively close to the mines. The price of anthracite coal on the other hand, in all of the three maritime provinces, rose from fifty to one hundred per cent during the course of the strike, and in Halifax for a time was not procurable at any price.

### Other Economic Effects.

The more general use of soft coal and its continuous sale, for the most part at ordinary prices, prevented any embarrassment of importance being caused either to public institutions, manufacturing con-

cerns or individuals. Neither do there appear to have been any indications of lack of employment or distress owing to the temporary cessation of industry for want of coal. Transportation at Halifax was slightly affected by a reduction in the usual number of bunker steamers calling at that port, such steamers going instead to Cape Breton, where prices were lower.

Where substitutes were resorted to they were for the most part in the nature of the substitution of soft coal for hard. Wood was also used to a considerable extent. The scarcity of wood in the localities where its use was most urgent caused an appreciable rise in its price. In Halifax, for example, where anthracite coal was not at all available, and where some difficulty was experienced in getting the required amount of bituminous coal, the price of sawed wood advanced ten per cent. In that city there was also reported a rise in the price of board on account of the non-supply of coal. Coke was also largely used as a substitute for anthracite, but the demand for it was so great that it was impossible for dealers to fill orders as required. In St. John, where wood was used to a greater extent than ever before, its price rose from \$8 to \$10 per cord.

### Municipal Action.

In none of the localities of the maritime provinces did the question of probable embarrassment appear sufficiently important to cause any of the municipalities to take any action of a corporate character in regard to it. In St. John, the city council communicated with a Welsh firm in regard to anthracite coal, but having received a guarantee from the agent of the Dominion Coal Company that the price of coal would not advance beyond a certain price per ton, allowed the matter to remain in abeyance. The advisability of importing coal and establishing a coal yard for the benefit of union members was discussed by the Teamsters' Union and the Trades and Labour Council of St. John, but excepting these instances there do not appear to have been any cases of collective

action by municipalities or societies of any importance.

### The Province of Quebec.

In the province of Quebec it would appear that soft coal is used almost entirely for manufacturing and industrial purposes, although in certain establishments, such as bakeries, breweries, confectioners, laundries and the like, where the requirements are for steady, continuous heat, rather than for steam power, anthracite is used. With the exception of small quantities of coal used for blacksmithing purposes, and which come from the United States, most of the bituminous coal used in the province of Quebec is from the mines of the maritime provinces. Coal, anthracite and bituminous, is brought to the several localities requiring it by water during the summer months, and when navigation is open. This being the case there was in most of the cities and towns but a limited supply of anthracite when the strike in Pennsylvania was declared, and after that date practically none was imported. Montreal, for example, exhausted its entire supply of anthracite coal during the month of May. In the city of Quebec 10,000 tons only had been imported from the United States after the opening of navigation, and before the commencement of the strike. To this amount 6,000 tons of Welsh anthracite was added during the month of September, but the total average annual consumption of anthracite in that city is placed at about 38,000 tons, almost all of which quantity is imported between May 1 and November 25. In Three Rivers, 800 tons of anthracite coal had been received previous to the strike, and about 600 tons of Welsh anthracite during September, the usual supply of other years being about 3,000 tons in that time. Both Quebec and Three Rivers were accordingly completely out of their supply before the termination of the strike. Of the other cities in Quebec, St. Hyacinthe and Hull were similarly circumstanced, the coal merchants in Sherbrooke alone being able to keep a limited supply of hard coal in stock from what had been received prior

to June. This was effected by distributing from their stock in small quantities to customers and by many citizens purchasing stoves to burn either coal or wood, and the substitution in such cases of wood as fuel.

### Effect Upon Prices.

There is probably between three and four times as much soft coal consumed per annum in the province of Quebec as anthracite, and, as has been pointed out, practically all of this comes from the mines of the maritime provinces and is brought into the province of Quebec by the water route during the season of navigation. Excepting, therefore, in so far as the scarcity of anthracite coal led to a substitution of bituminous coal, and the consequent increase in its demand, there was but little difficulty experienced in securing the amount of soft coal required at the customary prices. An exception to this statement must be made, however, for the month of October, as during the last few weeks of the strike the largely increased demand for soft coal at the mines from new sources, and the heightened demand from old sources made it appear that dealers would have considerable difficulty in procuring the supply necessary to meet demands made upon them, and there was in consequence a rise in the price of soft coal amounting in some localities from 20 to 50 per cent.

The course of prices of anthracite coal was very different. The entire lack of any supply in some of the localities rendered its purchase at any price impossible. Where small quantities were available, prices showed an upward tendency as early as the beginning of the month of July; by the end of August this tendency had become very marked, and during September the increase in many localities was as high as from 50 to 100 per cent, and in one or two instances as much as 200 per cent. The condition during the month of October was that in practically all localities anthracite coal was unobtainable, excepting very limited supplies of Welsh anthracite, which had been imported during the previous month. Where

any American anthracite was to be had the price was one determined virtually by the exigencies and urgency of the situation.

### The Substitutes Used.

The substitute for anthracite coal most generally resorted to where soft coal was unobtainable, and in some localities in preference to soft coal, was wood, and that it was used fairly extensively as a substitute is apparent from the fact that in all the large cities its price advanced from 20 to 60 per cent, and even higher during the last month or two of the strike. This advance in the price of wood was also attributable, in part, to the increased demand from the United States, and, in the case of wood usually supplied to certain localities, a demand for its use in others. Farmers also appear to have taken advantage of the situation by charging in some places a higher rate for haulage than usual. Mill wood appears to have been much sought after, and utilized especially by the poor in those districts in which mills are situated. Even mill wood showed the general upward tendency in price. Of the other substitutes resorted to, coke appears to have been in good demand, although much difficulty was experienced in obtaining the necessary supply, despite the offer of a considerable increase in price. In several localities it was mixed with soft coal for heating purposes. Gas was also much used, especially for cooking purposes. In Montreal, for example, a gas company reported an increase in the quantity of gas consumed of about three times the amount used last year. In Sherbrooke the Imperial Oil Company reported a very considerably increased consumption of coal oil for heating as well as cooking purposes. Wood stoves, gas and oil heaters were very much in demand in consequence of the nature of the substitutes resorted to, although the prices of these commodities do not appear to have appreciably increased, manufacturers found it impossible in one or two localities to meet the demand.

### Other Economic Effects.

Taking the province as a whole it does not appear that industry was very much

embarrassed because of the anthracite famine, soft coal being used exclusively for manufacturing purposes, and wood being available as a substitute where the supply of soft coal became limited, undoubtedly accounted for the fact. One or two manufacturing establishments, which were dependent upon a supply of coke, however, are reported to have been obliged to close down because of inability to get the quantity required. Employment among barge-men, longshoremen and others employed in connection with navigation was very considerably affected, there being but very few deliveries of anthracite coal during the summer months; but the exceptional demand this year for labour of any kind had the effect of preventing any distress which might have been consequent upon loss of employment in this connection. For public institutions and private individuals it would appear that the available substitutes had the effect of preventing any serious discomfort. Wood appears to have been used as a customary fuel by public institutions and in houses, to a larger extent in Quebec than in some of the other provinces, and the season being on the whole a mild one for the time of year, the termination of the strike came soon enough to prevent serious distress of any kind. An effect of the strike, which may be more far-reaching than might at first sight appear, is the loss which has been and will continue to be felt in connection with the inside work carried on by building trades, the high price of fuel being reported in some cases as making the cost of heating new buildings one too large to warrant its being carried on to any great extent. This fact, of course, is not peculiar to Quebec, but will be also experienced in other provinces.

### Municipal Action.

There does not appear to have been any action in the province of Quebec by municipalities or public bodies other than a general discussion of the situation. Several of the municipalities and some of the benevolent and fraternal societies were considering measures of relief at the time that

the strike was declared to be at an end, but assurances having been reported that in the course of a few weeks prices would likely fall to their old level, and consequently supplies of coal be received, further action was discontinued.

### The Province of Ontario.

Ontario appears to have been more seriously and more generally affected by the coal strike than any other province of the Dominion. The main cause for this was doubtless that for its supply of bituminous as well as of anthracite coal, Ontario is dependent upon the United States mines. Ontario, moreover, being the most thickly populated of any of the provinces, the demand for coal, both anthracite and bituminous, is very much greater than elsewhere in the Dominion. Anthracite coal, too, is used more generally in proportion to bituminous than in any other of the provinces. Excepting in the smaller towns, its use for heating purposes is all but exclusive. For manufacturing purposes bituminous coal is generally used, excepting, as in the case of Quebec and the east, the use of anthracite for manufacturing purposes in bakeries, confectioneries, breweries and the like. Anthracite is also used to a considerable extent in connection with the metal trades where, as in the case of heating of rivets, bolts, making of boilers, &c., a clean, steady fire is essential. All of the anthracite supplied to Ontario is brought from the coal fields of Pennsylvania, shipments being largely by water during the season of navigation. A much greater proportion is brought in by rail, particularly throughout western Ontario, than in the other provinces. The bituminous coal used in Ontario is supplied from the soft coal mines of Pennsylvania, Ohio, Virginia and Michigan.

### Effect upon Prices.

There was a real famine in so far as the supply of anthracite coal was concerned, particularly in the western part of the province, which famine commenced some weeks before the termination of the strike. The cities and towns in the eastern part of

the province appear to have suffered by the famine only to a limited degree. In some of the larger centres, however, of western Ontario, anthracite coal was not to be had at any cost during October, as well as during part of September. The prices accordingly rose enormously in anthracite, the increase in price varying according to locality from thirty to one hundred and fifty per cent. The rise in the price of anthracite commenced very shortly after the beginning of the strike. It heightened perceptibly during the months of August, reaching a very high point during the month of September. For the latter part of this month, and the first two weeks of October, it could hardly be said that any particular prices were current, quotations being at different and exorbitant rates. In a few localities coal dealers supplied anthracite in limited quantities to their customers, quoting a much higher and practically prohibitive price to other persons. Because of the fact that for the supply of bituminous, as well as anthracite coal, Ontario is dependent upon the United States and cannot, as in the case of the other provinces, be supplied by coal from the mines of the Dominion, the rise in price of bituminous coal was very much greater in Ontario than elsewhere. It rose in price from fifty to one hundred per cent in practically all parts of the province during the period of the strike. The course of the rise in bituminous was pretty much coincident with the rise in the price of anthracite.

### The Substitutes Used.

As it was impossible to meet the ordinary demand for bituminous, as well as for anthracite coal in Ontario, it will be apparent that the former could be used as a substitute for the latter, only to a very limited extent. Wood appears to have been a substitute to which resort was most generally had, and its use on a very considerable scale is reported in some localities. There was a pretty general rise in the price of wood throughout all parts of the province from 20 to 50 per cent, and in some localities during the last week of the strike it

rose even higher. A feature of considerable importance in connection with the wood supply, was the extreme difficulty experienced by some localities of obtaining it. There was a considerable demand for Canadian wood from American dealers. It became apparent through the efforts made by some municipalities and individuals to secure wood that deforestation has been carried on to a larger extent than was commonly supposed. Instances are reported of shade trees having been cut down for the purpose of supplying fuel, and some farmers took advantage of the situation to sell their wooden fence rails, replacing them by wire fencing. The increased use of gas for heating, as well as cooking purposes, appears also to have been general in localities where the supply was available. In some the price of gas was raised. In others where no change in price was made, companies were debating a change at the time the strike was settled on account of their inability to secure either hard or soft coal in the quantities required at a reasonable figure. In Brockville, where the gas plant is controlled by a board of commissioners, the price of gas was actually lowered 25 per cent owing to the high price and scarcity of coal. In some parts of Ontario, in particular in some of the counties bordering on Lake Erie, there is a considerable supply of natural gas, the use of which has been on an increased scale during the last few years. Where its use was at all general, it appears to have served as a means of preventing embarrassment as a consequence of shortage in the ordinary fuel supply. Of other substitutes peat appears to have been generally resorted to, and with varying success, the demand for it being such as to lead to a very material increase in the price. Coke was also in considerable demand, and its price enhanced. Substitutes, much in the nature of experiments, were also resorted to in some localities, as for example, the use of bricks and asbestos logs steeped in oil for cooking purposes. Waste and by-products of manufacturing concerns were generally used.

### Other Economic Effects.

There appears to have been a considerable demand for wood stoves, both new and second hand. The prices of the latter were enhanced by many dealers, but there does not appear to have been any increase in the price of new stoves. On the other hand the sale of coal stoves is reported to have been much less in some localities than at a corresponding period in other years, and this is alleged to have reacted disadvantageously upon local retail trade. The mild season is undoubtedly responsible for the fact that the famine, such as it was in Ontario, did not bring about much serious embarrassment to industry generally or to individuals. There can be no doubt, however, that a continuance of the strike for one or two weeks longer would have resulted in much general distress. The province was fast nearing the end of its tether in the matter of its fuel supply, and only the assurances of a probable settlement which came with the negotiations of the second week of October prevented what might have been acute conditions. One feature of the situation, worthy of particular mention, was the fact that a number of local coal and wood dealers were compelled to close up altogether because of their inability to secure supplies with which to meet the demands of their customers. In the brick yards in some localities operations were suspended until wood became reduced in price. In some factories operations were also suspended for a time owing to the inability to secure coal, but this fact was little more than noticeable, and was so limited as to be scarcely deserving of special mention. In a few localities through the province the price of board, lodging and of rooms was raised from 25 to 50 cents per week, consequent upon the increased cost of fuel for heating, cooking and other domestic purposes.

Conditions in Ontario led to considerable corporate action on the part of some municipalities. As this is a phase of the situation of some special significance, it is

dealt with elsewhere in the present article in a special consideration of action by governmental and municipal bodies.

### **The Province of Manitoba.**

The province of Manitoba, like the other provinces in the Dominion, is supplied with anthracite coal from the mines in Pennsylvania. The coal is usually brought by the water route to Fort William during the summer months, and that point is used as a distributing centre for the province. At the end of the summer season there has been of late years an average of about thirty-five to forty thousand tons of anthracite coal at Fort William. The stock on hand at the corresponding period this year was approximately only 8,000 tons. The average consumption in Winnipeg alone is approximately 30,000 to 35,000 tons, and outside towns are supplied by Winnipeg dealers to the extent of 10,000 tons, which are usually drawn from Fort William stocks. Some little time before the termination of the strike, the supply of anthracite in Winnipeg was practically exhausted. In Brandon, the other largest centre in the province, the supply was also exhausted, but at a much earlier period than in Winnipeg. In Brandon, however, neither hard nor soft coal are used to the extent they are in most of the other cities of the Dominion, wood being used almost exclusively for manufacturing purposes. Soft coal is used throughout the province of Manitoba for domestic purposes, other than heating, much more generally than in the eastern provinces. The use of anthracite coal is also almost exclusively confined to heating purposes. Two grades of soft coal, namely, Souris and Galt coal, are used for the most part in Manitoba. The Souris coal comes from near Estevan, 160 miles from Brandon; the Galt coal from the Galt mines in British Columbia, and is shipped on the C.P.R. from Lethbridge. A small quantity of bituminous coal is also obtained from the United States. The Souris coal sells for a little more than half the price of other grades. It will burn in any kind of a stove with a

grate and is used extensively for household purposes by farmers and working people, so this coal is as a rule used instead of hard coal.

### **Effects on Prices.**

There was only a slight rise in the price of bituminous coal in Manitoba, varying from ten to twenty per cent. In the price of anthracite coal there was an increase of one hundred per cent. Prices remained normal until the beginning of August, when they gradually rose, the rise continuing steadily throughout September and October. With the exception of the rise in price of coal and a rise of about thirty per cent in some localities in the price of wood, there do not appear to have been other effects of considerable consequence experienced in Manitoba. Attention has, however, been directed to the fact that the supply of wood is not as great as had been anticipated, and also the difficulties experienced in the haulage of it. The important feature in the coal situation in Manitoba is the transportation problem. Anthracite coal has to be brought a very long distance and much of the soft coal a considerable way. As a great number of cars are being employed in the shipment of grain, some anxiety has been felt as a consequence lest cars for the hauling of fuel will not be available.

With the exception of the consideration of the problem by the city council in Winnipeg, as a result of which, however, no definite action was taken, the municipalities of Manitoba do not appear to have interested themselves in the situation.

### **The Province of British Columbia.**

The province of British Columbia appears to have been totally unaffected by the strike. There is, with the exception of about 2,000 tons of anthracite coal sold annually in Vancouver, practically no anthracite used in the province. The coal used almost exclusively is bituminous, and is virtually supplied in its entirety from the mines of the province. As a consequence, no changes in the price of fuel or

economic effects of other kinds were experienced as a result of the strike.

### Some General Effects.

Keeping in mind the exceptions and limitations mentioned in the foregoing accounts of the situation in the several provinces, a few general features having application to the Dominion as a whole may be noted.

In the first place, the general rise in prices of all kinds of fuel was most evident, this rise being very considerable in the case of both wood and bituminous coal in many parts, and quite exceptional in the cost of anthracite, virtually everywhere.

The increased demand for coal from Canadian mines to meet the situation, both in this country and the United States, and the problem of transportation in connection with this demand, are other very important features. The following facts from the replies received by the department from one or two of the most important of the coal companies in Nova Scotia may be cited as illustrating the problem as it presented itself to the mine owners. One company states:

We have had enquiries for large quantities of bituminous coal, both from the province of Quebec and from the United States, owing to the coal situation. We could have secured increased prices, but required our coal for local requirements, and have sold the output of the mines entirely in the Maritime Provinces thus far. A demand has also come from the province of Ontario. Owing to the increased demand at all the other Nova Scotia collieries, we have been unable to secure sufficient additional miners. We could easily employ double the number of men we now have if they were obtainable. Owing to the lack of sufficient miners, our output has been less than we had prepared for and could have disposed of without reference to the present strike conditions and demands. At the present time we are quite unable to secure sufficient cars to move the comparatively small quantity we are now prepared to ship by rail, and after the close of navigation we will require five times as many cars to remove our product, while the outlook is very poor for our obtaining same. The car supply is hardly equal at the present time to the demand, and when pressure comes in the winter we expect quite a shortage.

Another company reports that the strike has not affected its price in the home market, though there has been a demand which it was unable to meet, this demand having come from the eastern parts of the United

States and Ontario. There had also been a scarcity of employees, and for this among other reasons the company had not been able to meet the demands in this country at any time during the present year. Up to the present no embarrassment had been experienced in consequence of inadequacy in transportation facilities.

Taken as a whole it may be said that the demand for coal experienced by the mines of the Maritime Provinces has never been greater. They have been unable to meet this demand, notwithstanding that the output for this year has been larger in many cases than was recorded at any previous time. The inability to secure a sufficient number of miners would appear to be a real factor in the situation.

In British Columbia, on the other hand, the strike does not appear to have affected in any way the demand at the mines. Some of the companies of that province in reply to the request for information from the department report that they are able to meet a much larger demand than they have ever experienced. In fact, there were indications which pointed in the direction of a diminution rather than an increase in the demand of the present year. One company reports that the introduction of fuel oil in California has already seriously affected its market, the railways of that state having almost entirely ceased using coal, which was formerly supplied from the mines of the company, and promising shortly to discontinue its use altogether.

### The Problem of Transportation.

The extreme distances which coal has to be carried in Canada make the problem of transportation a serious one at any time. When it is remembered, however, that wherever possible the great bulk of shipment is made by water during the navigation season, it will be quite apparent that the fact that for practically the entire season this year there was little or no anthracite coal shipped in this way, the problem of meeting the demands of the markets, now that the sources of supply are again available, is one which will present much

difficulty to transportation companies. The navigation season on the great lakes and St. Lawrence becomes virtually closed during the month of November. During this month, much of the shipment, and afterwards, all, must be done by rail. The exceptional demand for cars in the moving of the crops at this time, and the general business prosperity of the country, are taxing very heavily the resources of the transportation companies. There can be no doubt that the difficulty of securing an adequate supply in anything like a short time will have the effect of causing prices to remain at a higher level for some time than has been customary in previous years.

### **The Position of Industries.**

It may be stated that on the whole manufacturing throughout the Dominion has not been seriously embarrassed as a consequence of the strike. But, however, for the termination of the strike in the middle of October, the situation would certainly have become quite different during the course of the next few weeks. The all but exclusive use of soft coal in manufactures was of course the saving element in this connection. The position of the two largest coal consuming corporations in the Dominion is also of considerable interest. These corporations, the Grand Trunk Railway and the Canadian Pacific Railway, each consume between one and two million tons of coal per annum. The latter is fortunate in having available sources of supply at both termini of its system. The Grand Trunk Railway Company, however, secures its main supply from the mines in Pennsylvania. Neither of these companies appears to have experienced any fear of exhaustion in its supplies, though it requires little more than mention of such a possibility to see what enormous and disastrous consequences might have existed had the railway companies met with any embarrassment as a consequence of the strike.

### **Questions discussed.**

Perhaps not among the least in importance of the effects produced by the strike

was the general discussion which arose out of the situation it created. No single industrial problem has received during some years more attention from the press and public generally. Among the questions more or less generally discussed have been the position of Canada in the matter of its coal supply, considered both in regard to Canadian resources, potential as well as actual, and the present relative dependence on the United States; the general problem of transportation; the question of government and municipal ownership or control, and arbitration and conciliation in the matter of industrial disputes. All of these questions have received attention from the political as well as economic and social points of view, and it may, without likelihood of contradiction, be said that after temporary embarrassments have been satisfactorily overcome, one of the most far-reaching consequences of the strike will be seen in what it may have contributed towards shaping public opinion in regard to each and all of these important questions.

### **Governmental and Municipal Action.**

The actual interest in the situation and the steps taken by many municipalities and the federal and provincial governments are matters of record which have an important bearing in this connection, and being as they are, immediate results of the situation as it developed itself in this country in consequence of the strike, are deserving of special mention.

### **Federal and Provincial Governments.**

At some of the meetings of the Dominion cabinet various phases of the situation came up for discussion. An important step taken as a result was the passing of an order to admit of the free transportation of coal from the province of Nova Scotia over the lines of the Intercolonial Railway as far as Montreal, its western terminus, in cases where the orders had been given by municipalities. The Canadian Pacific Railway and the Grand Trunk Railway Companies also agreed to make a reduction of thirty-three and one-third

per cent off fuel hauls to Montreal. The Ontario provincial government offered to entertain an application from any municipal corporation for the privilege of cutting timber on Crown lands to meet the difficulty with regard to fuel. It was represented that upon receipt of an application to this effect by the Crown's Land Department the district available would be at once designated and every facility afforded to meet any emergency. The government also expressed its willingness to forego the usual dues in this case in view of the public necessities. The Quebec legislature also showed its active interest in the situation by offering to ratify the action of municipalities in voting money for the purchase of fuel for the poor.

On the part of municipalities very widespread action was taken to meet the demands of the situation, more particularly in Ontario where as already stated the inconveniences of the fuel scarcity were most seriously felt. As already mentioned, the city council in St. John, N.B., was in communication with a Welsh firm in regard to a supply of anthracite, when the guarantee of the Dominion Company that the price of coal would not exceed a certain figure caused the matter to remain in abeyance. Similarly in the province of Quebec there was no action taken by the municipalities of Quebec, Sherbrooke, Three Rivers or St. Hyacinthe. In Montreal the discussion of the matter was continuous, and it was on the representation of the mayor of the city that the reduction of freight rates by the railway companies above referred to was carried out. Arrangements were also made for the purchase of wood to the extent of 15,000 cords to be sold to citizens at cost prices. The municipality of St. Henri authorized the committee to guarantee the purchase price of 4,000 tons of bituminous coal to be sold to the citizens of the municipality at cost.

### **Municipal Action in Ontario.**

In Ontario the action of the municipality of Ottawa was on a scale which calls for special mention. One thousand tons

of soft coal were purchased by the city from local dealers for sale at cost to the citizens. Welsh anthracite, Nova Scotia bituminous and wood were purchased to the value of \$54,100. In Kingston municipal action was limited to the appointment of a special committee of the city council to examine into the situation and propose measures for meeting it. Similarly in Brockville a committee was appointed for action in case occasion should render it necessary. In Peterborough the municipality purchased several hundred cords of slabs for sale at cost to its citizens. The intervention of municipal authority was also extensive in Toronto, Hamilton, Brantford, London and other western cities where the famine conditions were on the whole most acute. In Toronto municipal fuel yards were established, and coal and wood purchased by the city to the amount of upwards of \$90,000, Welsh anthracite being a conspicuous substitute for the usual supply from Pennsylvania. The city council of Hamilton also purchased 5,000 tons of Welsh and Nova Scotia coal, and the city charity commissioner was sent into northern Ontario to secure a supply of wood, and was successful to the extent of obtaining several car-loads. For an interesting legal point which was developed in the case of the intervention of the Hamilton city council the reader is referred to the special report of the Hamilton correspondent, which is published herewith. Municipal fuel yards from which a quantity of wood has been delivered were established in Brantford at the suggestion of the city council, ratified at a public meeting of the ratepayers. The London city council appropriated \$10,000 with which to purchase coal and wood for the use of the citizens and for the heating of the civic buildings, and a supply of coke for filtration purposes at the city sewer farm. At Guelph a committee was appointed for action should the situation demand it, and in Stratford the city council was prepared to prevent suffering among the poor by cutting down trees in the city park. The St.

Thomas municipal council also took steps to secure a stock of wood to sell to citizens at cost, and similar action was reported from the city of Chatham.

In Winnipeg and Brandon and other localities of Manitoba and the North-west Territories no corporate action on the part of the municipalities was reported.

### III. SPECIAL REPORTS BY GAZETTE CORRESPONDENTS ON SITUATION IN THE CITIES OF THE DOMINION.

In order to give with greater precision and detail a statement of the situation in all of the cities of the Dominion, the *Gazette* publishes herewith in extenso, reports of its special correspondents from the Atlantic to the Pacific. For the convenience of the reader, as well as to admit of easy reference and comparison, these reports have each been prepared in accordance with a uniform plan.\* They deal in the first place with the nature of the coal supply in the locality named, secondly, with the economic and other effects consequent upon the limited supply as due to the strike, and thirdly, the methods proposed or adopted by municipalities or public bodies to meet the situation.

#### Halifax, N.S.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

At the present time there is neither anthracite nor soft coal to be had in this locality. Soft coal is usually secured in Pictou and Cape Breton, and anthracite in New York. For manufacturing purposes soft coal is used, for heating purposes about one-fourth of the coal used is anthracite, and three-fourths soft.

As a result of the limited supply soft coal increased in price about 10 per cent, but there is no anthracite coal to be obtained here at present at any price. No particular embarrassment of individuals, however, has resulted. There has been, rather, only a feeling of anxiety. As already stated, there is no anthracite coal, and a report that the miners at Cape Breton were to be called out, caused a rush on the local dealers, and practically all the soft coal on hand was bought up. These

conditions, however, are only temporary. Public institutions, schools, churches, &c., have been embarrassed for want of anthracite coal, but no factories have closed down, and no manufacturers are embarrassed. Transportation, however, has been affected. The usual number of tramp (bunker) steamers have ceased to call at the port owing to high price of coal, they go to Cape Breton instead, where prices are lower.

No evidences of distress or suffering have been reported to date. There is no evidences of want of employment owing to non-supply of coal. Coke has been largely secured as a substitute for anthracite, but so great has been the demand that no orders for that commodity will be taken till December. Large quantities have been shipped to the United States, especially to Boston. Pictou coal is also being used as a substitute for anthracite. Wood is being used to a greater extent than ever before; soft coal burners, too, have been purchased largely. Wood has increased in price 10 per cent. Board, on account of non-supply of coal, is in some localities higher.

There has been no effort on the part of the municipality or societies to deal with the question. The outlook for the future is not particularly alarming; prices will not be any higher than they have been during the past few weeks. Local dealers will be able to supply anthracite coal the first week in December. Prices at that period will be, according to the statements of local dealers, \$7 per ton for anthracite, and \$5 for soft coal.

#### Charlottetown, P.E.I.

*Mr. F. J. Nash, Correspondent*, reports as follows:—

\*An explanation in detail of the plan here referred to is given in Part I.—Introductory—of the present article.

No anthracite coal has been imported to or sold in Charlottetown since May of this year. Pictou, Sydney and Port Hood, Nova Scotia, are the usual sources of supply for bituminous coal. No anthracite is used here for manufacturing, but about the only coal used for heating is anthracite.

There has been an advance in the price of anthracite of from 50 to 100 per cent. Soft coals are lower in price than heretofore. There has been no embarrassment either to individuals or general industry, and trade. Few direct results accordingly can be reported. A few persons have substituted soft coal for hard coal stoves.

So far as the outlook for the future is concerned, there is nothing to fear in this province. With the exception of anthracite there is abundance of coal for all purposes, and anthracite is not such a necessity here that its withdrawal will have any serious effect.

### St. John, N.B.

*Mr. W. H. Coates, Correspondent, reports as follows:—*

There is a small amount of anthracite in this city, but the price asked per ton (\$15) is so high that few purchasers can be found. The supply is very limited, but fresh supplies are arriving daily. Anthracite coal is procured from Pennsylvania, and the soft coal from Nova Scotia, principally from Cape Breton, although Springhill, Pictou, Joggins and Minudie collieries supply large quantities. Grand Lake, Queen's County, New Brunswick, furnishes a quantity, principally for blacksmith purposes. Anthracite is very little used for manufacturing purposes, but largely for heating purposes in public institutions, stores, dwellings, &c.

The chief effect of the limited supply of coal has been the great increase in price. Individuals expected the strike to terminate weekly, and in consequence did not secure any soft coal as a substitute until late in the season. None of the public

institutions, city corporations, schools, churches, &c., have been embarrassed, and no manufacturing firms have been inconvenienced, as they have always used soft coal. Transportation has not been affected, and no distress has been caused, neither is there any one out of employment owing to non-supply of coal. The only substitute has been wood, several citizens having laid in a large supply of this commodity. The price of wood has advanced from \$8 to \$10 per cord (sawed). Board or lodging has not increased.

The city council was in communication with a Welsh firm for anthracite coal, but the sale agent of the Dominion Company guaranteed that the price of coal would not exceed \$7 per ton, and so the matter remained in abeyance. The Teamsters' Protective Union and the Trades and Labour Council are considering the advisability of importing coal, and establishing a coal yard for the benefit of union members. Several private individuals have ordered coal from the Minudie colliery, River Hébert, N.S., getting it in car-load lots.

The outlook seems bright, as soft coal in abundance can be secured.

### Quebec, Que.

*Messrs. Ed. Little and P. J. Jobin, Correspondents, report as follows:—*

With regard to the nature of the coal supply in this locality there are estimated to be between 800 and 900 tons of American anthracite, and some 1,200 tons of Welsh coal still in the hands of local merchants. The supply is usually obtained by annual purchase in single or double boat-loads of 100 to 130 tons, or double that amount respectively from the United States via Whitehall, N.Y., during the navigation season, which extends as a rule from about May 1 to November 25. Welsh anthracite is usually imported from Swansea, and is carried as part cargo, full cargoes seldom being imported. Steam coal is obtained from Pictou and Sydney, N.S.,

as well as from Newcastle, Glasgow and Greenock. Coals from Nova Scotia are imported in small steamers known as colliers, which carry from 2,000 to 3,000 tons a trip, usually consuming eight days. Anthracite is employed for house purposes in Quebec, and to a less extent in factories, notably in bakeries, breweries, foundries, laundries, and wholesale grocery supply establishment, the total annual consumption being about 38,000 tons. About 10,000 tons only were imported from the United States this year immediately after the early opening of navigation. To this 6,000 tons of Welsh anthracite has been added since August. The present shortage of anthracite is accordingly about 18,000 tons. Soft coal is to a large extent used by steam ferries, tow-boats, &c., and the supply brought in during the past two months has been larger than usual, so that there is at present a good stock upon the wharfs.

The effect of the Pennsylvania strike was not felt upon coal prices until July, after which each succeeding month witnessed an increase. In August deliveries practically ceased, and in September \$12.50 per ton and later \$20 per ton were obtained for American anthracite. It is difficult to estimate the extent to which individuals have been embarrassed by not being able to obtain their usual annual supply. As a rule public institutions are better off, owing to the custom of laying in their supplies at an early date in the season. The abundance of steam coal has also prevented embarrassment on the part of manufacturing firms. Ohio soft coal was sold during July and August at \$5.50 a ton, and later at \$7 a ton, as a substitute for hard coal, and 700 tons of this fuel were bought by the corporation for the heating of the city hall and fire and police stations. The coal, however, has the same inconvenience as to smoke such as the Sydney soft coal. Bakeries and laundries have used the by-product of the gas company as a substitute for anthracite, and the foundries are burning Newcastle or American coke. Wood prices have been

correspondingly enhanced, rising from about \$6 per cord of 3-foot maple in September to \$8 for the same wood in October. Transport trade has been affected in so far that the men usually employed in unloading coal barges have had to seek employment elsewhere. The inconvenience caused by this, however, owing to the general favourable conditions of employment of unskilled labour, was not material. The loss in freights to barges, however, was very considerable. A demand for wood stoves was a noticeable result of the above-mentioned conditions with a corresponding falling off in the demand for stoves burning coal. The burning of wood, however, was discouraged by the fact that in October, when prices of fuel had reached their maximum, farmers were asking higher prices for their product as well as carters for carting, and wood sawyers for sawing, than at any other period of the season.

Hardware merchants say that they have not made any increase in the price of stoves. There has been no increase likewise in the price of coke, though it is practically unobtainable owing to the number of advance orders. On October 21, 3-foot maple was selling for \$7.50 a cord; 3-foot birch for \$7 a cord, and 3-foot bouleau (white birch) at \$4.50 a cord, and \$3 cypress at \$4 a cord. There has been no increase in the price of board or lodging, though a general rise in the cost of living has been a noticeable development in this locality during the past few months.

In the way of meeting the situation created by the strike private individuals contracted extensively for a wood supply to be delivered during the coming winter. There has been no effort, however, by the municipality to deal with the question. Various societies, such as St. Vincent de Paul, St. George's Society, St. Andrew's Society, and the Irish Protestant Society, have been seriously considering what was to be done in order to obtain wood for the poor. A committee appointed to purchase fuel for the poor met on the 24th inst., and decided to request the clergy of the different de-

nominations to find out how much wood would be wanted in their different parishes, to be sold to them at a reasonable figure, the report to be in by the end of the month. With the settlement of the strike dealers are promising customers coal early in December, but the outlook is decidedly unencouraging at present. Inside work on the part of the building trades will be very difficult during the coming season owing to the impossibility of heating new buildings at the present fuel prices.

### Sherbrooke, Que.

*Mr. H. Logie, Correspondent*, reports as follows:—

Although the scarcity of coal in this district has been a great inconvenience to those who use hard coal for heating and working purposes, and also to the manufacturers who use soft coal, still there has been no suffering attributable to the situation. The people in this district have been much more fortunate than in many parts of Canada, in that the price has never passed \$8 a ton for anthracite and \$6 for soft coal. The coal merchants here had a supply of hard coal in stock, and, although none had been received since last June, they were able to keep their customers supplied by distributing their stock in small quantities. Another factor that prevented any great rise in price was the fact that many citizens have stoves that burn either coal or wood, and in the great majority of cases the winter supply of wood is delivered in the spring, so that those who had coal furnaces had the wood cut and ready for use in the furnaces. The price of wood went up considerably owing to the demand in the large cities, and also to the fact that American dealers were offering as high as \$6 a cord at the station. Manufacturers were unable to get their full orders filled, but had always enough to keep them running.

With regard to the nature of the coal supply in this locality, about 10 per cent of the demand for anthracite and 15 per cent of that for soft coal can be supplied.

The anthracite used comes from the Pennsylvania coal regions; the soft coal supply is brought from Nova Scotia, while blacksmith's coal also comes from the United States. Anthracite is used chiefly for heating purposes in houses, churches, public buildings and offices. In the factories soft coal is used almost exclusively.

As to the effects of the limited supply. At this season of the year anthracite coal is generally sold from \$6.50 to \$6.75, but is now selling for \$8, and only in small quantities to keep customers, who had booked their orders in the spring or early summer, supplied. The price of soft coal has also gone up about \$1.50 over that of ordinary years. Individuals have been embarrassed to the extent that they were afraid they could not get a sufficient supply of hard coal for the winter, and many resorted to the use of soft coal to save what stock they had of anthracite until the colder weather sets in. Public institutions, corporations and churches have only about 10 per cent of their necessary supply. With the schools it is different, as wood is almost exclusively used therein, and the winter supply has been stored months ago. Manufacturing firms have had to pay a larger price for soft coal, but only two small concerns, the Sherbrooke stove factory and a small iron bed factory, had to close down for want of coke. There was no increase in the transportation rates, although there was a scarcity of cars, which had the effect of reducing the supply of blacksmith's coal, which is now selling at \$10, whereas in ordinary years the price is \$6.50. There has been no distress among the poor, though about ten men in all from the two concerns mentioned above have had to quit work. Wood has been used as a substitute for coal, and many householders have substituted wood-burning stoves and distributed them throughout their houses in lieu of the furnace. The stove dealers report large sales of wood stoves, and the manufacturers, owing to the demand throughout the country, have been unable to fill orders. Gas has been substituted in a few instances, chiefly for cooking pur-

poses. The price of wood has gone up about \$2 a cord. This has been occasioned more by the fact that dealers shipped large quantities to Montreal, and along the line of the Boston and Maine, in the United States. In ordinary years wood could be purchased from \$3.75 to \$4 a cord, now as high as \$6 is offered at the railway station for shipment, while the wood yards sell to consumers at the rate of \$5.50. There is no increase in the price of stoves or gas, and no increase in the price of board or lodging.

There was some discussion by the city council as to the purchase of an extra supply of wood for distribution among the poor, but as the strike was practically settled at the time of this discussion it was not deemed necessary to take this step. The coal merchants report that they expect, from information received from the wholesalers, that they will begin to get coal in about four weeks, and they are of the opinion that they will be able to keep customers supplied until that time.

### Three Rivers, Que.

*Mr. John Ryan, Correspondent*, reports as follows:—

The full supply of soft coal was received this year. Of hard coal, 3,000 tons of 2,000 pounds is usually required for heating purposes, of this 800 of American hard coal was received previous to June last, and 600 tons of Welsh anthracite was received from Swansea, Great Britain, in September. There is, accordingly, a shortage of about 1,600 tons. Coal merchants get their supply of soft coal from the lower provinces, and of hard coal from the United States. Anthracite is used for heating, and the soft for manufacturing in connection with pulp works at Grand Mère, and steam purposes in small factories in Three Rivers, and for steam on their boats by Simcemes & Macnaughton, and C.P.R. for engines. The quantities consumed are as follows:—

	Tons.
Grand Mère Laurentide Pulp Works....	25,000
C.P.R., for use on their road....	12,000
Simcemes & Macnaughton, steam navigation.....	3,600
Retailed in city and to passing boats....	10,000

The usual price for soft coal prevailed in this city during the present season. Hard coal before June sold at the usual price, and none has been received since, except 600 tons of Welsh anthracite, which was received in September, and sold at \$9 per ton, about \$3 over the usual price of American hard coal. Not much embarrassment has been caused to individuals on account of abundance of soft wood from mills. Some of the public societies purchased Welsh anthracite, and others used wood. No factories have closed. Transportation from England and lower provinces were possibly affected. There has been no distress and no cases of want of employment consequent to the strike. Gas stoves came more in use early in spring, from the establishment of gas works on a French system, but this had no connection with the strike. Some four or five hundred cords of hard wood were used during autumn, awaiting ending of strike. Hard wood sold 75 cents dearer per cord. There were no other effects on prices observable.

No special action was taken by the municipality, and no action was taken by societies. The city is now awaiting coal by rail, during winter, or some few loads by boat before the close of navigation. Hard and soft wood may be had in abundance from the many mills, and more hard wood will come to the city with winter roads.

### St. Hyacinthe, Que.

*Mr. Napoleon Samson* reports as follows:—

As to the nature of the coal supply in this locality, there has been no anthracite coal since October 1, 1902, but so far as soft coal is concerned, there is as much on hand as there is a demand for. The merchants of this city import the greatest portion of their soft coal from Nova Scotia, and anthracite from the United States. The bulk of the factories burn soft coal, anthracite being used ordinarily for private residences. There is consumed annually in this city about 4,000 tons of anthracite and 6,000 to 7,000 tons of soft coal.

As a result of the limited supply, the price of coal has considerably appreciated since the commencement of the strike. Residents have had recourse to soft coal from Nova Scotia and elsewhere, as also have the public institutions, schools, etc. None of the factories have been obliged to cease operations on account of the want of coal. Freight charges remained the same as before. The poor who are unable to obtain wood are being helped by the municipality or by charitable institutions. Nobody has stopped working through lack of coal. Several families have purchased wood stoves and have laid in their provision of wood for the winter; it is the only substitute that this locality possesses to replace coal; \$7 a cord has been paid for maple wood; wild cherry, \$6.50. The rise in the price of coal has had for effect a rise in the price of wood; the prices of stoves and gas have remained stationary.

To meet this situation the city council has taken no steps, seeing that no one is as yet suffering from the dearth of coal. People here are confident that before long they will be able to purchase anthracite coal for the same price as in former years.

### Montreal, Que.

*Mr. J. S. Fitzpatrick, Correspondent, reports as follows:—*

There is no anthracite coal for sale in this city at present, but there is sufficient soft coal to supply all the demands for that kind of fuel. The coal merchants of this city receive their supply of anthracite from the mines of the state of Pennsylvania, U.S., and their supply of soft coal from Sydney mines, C.B., and Pictou mines, N.S., Canada. Last winter Montreal used 300,000 tons of Pennsylvania hard coal, and up to October 23 of this year, was short 250,000 tons of that amount. About 1,000,000 tons of soft coal is consumed in this city every year.

Owing to the scarcity of anthracite coal in this city the coal and wood dealers have increased the price of soft coal \$2 to \$3 a ton, and hard wood is selling at \$3 to \$4

higher than this time last year, while coke has increased \$1 per chaldron. Individuals have had no trouble in obtaining all the soft coal they required, but it is impossible to procure hard coal. So far as can be learned not one of the churches or public institutions of this city has more than a two months' supply of coal on hand at present. The manufacturing firms have been embarrassed very little by the late strike, as they generally use soft coal. No factories were compelled to close for the want of fuel.

The strike also has had no effect on transportation, and no distress or lack of employment can be attributed to it. The extent to which gas is being used as a substitute for coal is very evident from the returns in the gas office, which show that three times the amount of gas has been consumed this year for heating purposes in comparison to the quantity supplied last year. Wood has also been resorted to to a very large extent, but, owing to the high prices, the poor people prefer to use soft coal. The cost of wood has increased from \$3 to \$4 a cord. Maple that was selling at \$6.50 a cord in May last, is now selling at \$9 and \$10, while gas is the same price as last year. The price of board and lodging is about the same as in May last.

No definite action has been taken by the municipal council. A deputation from the Chamber of Commerce and the Trades and Labour Council waited upon the mayor of the city in regard to the coal situation, but had no special line of action to propose. The prospects for the future are very satisfactory. Coal dealers report that fuel will be selling at the usual price by November 15.

### Hull, Que.

*Mr. R. Laferrière, Correspondent, reports as follows:—*

The demand for coal was at no time very pressing in this locality during the present year. Pennsylvania is the usual source of supply. Factories use soft coal, which local dealers do not handle. For heating

purposes anthracite, to the extent of about 2,000 tons per year, is burned in Hull. The consumption of soft coal by manufacturers amounts to about 10,000 tons annually.

There have been no cases of serious embarrassment either to individuals, public bodies or factories, caused by the scarcity of coal, and even at the end of the month the winter supply is not yet to hand. There is little anxiety felt as to the outlook. There have been no cases of distress, the poor people using wood, and no cases of lack of employment attributable to the strike. The price of wood has risen 50 cents a cord, but is now dropping to its normal level. No other substitutes have been suggested.

From the above it may be inferred that no united or special action was considered necessary either by the municipality, societies or private individuals.

#### Ottawa, Ont.

*Mr. T. W. Quayle, Correspondent*, reports as follows:—

There was about a third of the usual supply of anthracite and bituminous coal in stock among the city dealers when the deliveries to the locality ceased on account of the strike. On October 15 the supply of anthracite was not more than from 5 to 7 per cent of the demand. The supply is usually obtained from mine operators' agents at Buffalo. Anthracite is used almost entirely as a heating fuel among householders, wood only being used by the very poor. Soft coal is used almost exclusively for manufacturing purposes—a quality usually referred to as 'slack' being employed. Wood is also largely used by manufacturers.

With regard to effects of the supply, few people purchased anthracite after the price went above \$8, many purchasing soft coal instead. Little embarrassment was caused as the weather was favourable. Dealers sold to regular customers in small quantities, and quoted high figures to others.

Public institutions, with the exception of the churches, had a large supply on hand. Manufacturing establishments were in no wise inconvenienced and none had to close their plants. Similarly there was no distress among the poor, and no cases of loss of employment reported as a result of the strike. The very poor in Ottawa burn mill wood. More wood than usual has been used, and also some peat. A slight increase in the sale of gas and oil stoves was noticeable. Prices of general commodities were not advanced. Wood went from \$5 to \$8, \$10 and \$13 per cord in some instances. There was no stated price; all prices were demanded in the wood market by the farmers, and were paid. Board and lodging prices were not affected.

The civic relief officer (or Commissioner of Charities and Corrections) was sent into the country to purchase wood, and secured a considerable quantity, which was used to meet the needs of the poor. The city council purchased 1,000 tons of soft coal from two local dealers at \$8 per ton, on condition that they would sell it at cost. The city charged \$8.75 per ton, adding to the \$8, 25 cents per ton for screening, and 50 cents for delivery. Since the city began to sell at \$8, the dealers dropped to \$8 the city then dropped to \$7.50, when the dealers threatened the city with an injunction to restrain from selling coal as it was illegal, the city then notified the two dealers that the balance of the 1,000 tons not yet taken would not be sold. The city council purchased Welsh anthracite, Nova Scotia soft coal and wood to the value of \$54,100. Fuel being retailed at actual cost. Welsh coal \$12 a ton. Wood various prices according to purchase price.

#### Kingston, Ont.

*Mr. W. Kelly, Correspondent*, reports as follows:—

The amount of anthracite and soft coal at present available here would seem to be sufficient for the balance of the year 1902. The dealers usually get their supply from the mines involved in the recent strike, and

the soft coal mines in the United States, *viâ* Oswego, Charlotte, Rochester, &c. Anthracite coal is not generally used by manufacturing concerns, soft coal chiefly being employed. For general purposes of heating hard coal is, however, chiefly used.

The recent difficulty had the effect of nearly doubling prices for such amounts as were purchased. During the continuance of the strike, however, these were not extensive. Individuals have not been embarrassed to any extent, and about the only public institution to suffer from the situation was the Y.M.C.A. The civic authorities use wood very largely, and the Board of Education secured a good supply early in the season at a slight advance over last year's prices. Very little, if any, embarrassment has been felt by manufacturing firms. None have had to close on account of the lack or price of fuel.

Transportation has been slightly retarded by the situation, but promises to be very brisk for the balance of the year. There has not been any positive evidence of distress or suffering among the poor. The season having been favourable in this particular. None have been thrown out of employment through lack of a supply or the price of coal. The increased price caused more wood to be used than usual, gas has also been somewhat more largely used; as a consequence one local firm commenced to manufacture and offer for sale asbestos logs soaked in coal oil, to be used for cooking chiefly, but the sales have not been large to date. The business in stoves has not been much affected.

Wood is about the only commodity affected by the rise in the price of coal. The price of wood was very largely increased, a third or nearly half as much again as usual being asked. Stoves and gas were not affected to any extent. The price of board and lodging, similarly, has not been affected. There has been a general movement looking to speculation in wood on account of the increased profit, and holders of timber or wood lands have slightly increased the prices. This is about the only economic effect perceptible.

As to methods proposed to meet the situation, a special committee of the city council, headed by the mayor, was appointed to make researches and propose methods. Their efforts have largely been confined to securing a number of options on a large supply of various kinds of wood at reasonable figures, and special freight and other rates for handling. In this they have been eminently successful. Some attention has also been given looking to a coal supply, but as yet has not taken definite shape. The finance committee of the Board of Education purchased three hundred tons at a fair price. Private individuals have largely been content to await developments; some few paid the advance figures, but of these some have recently received a rebate on the prices paid.

The outlook for the future is now hopeful, and it is not felt that any serious results will follow. Without any certainty it is expected that anthracite coal will soon be sold at or about \$7 per ton, and soft coal at a corresponding proportionate figure, according to its use and value.

#### Belleville, Ont.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows:—

Belleville and vicinity has not suffered from the Pennsylvania coal strike; so far as the supply of coal is concerned, this city is very favourably situated. The coal dealers get their commodity from Oswego by schooners, and as early in the spring as navigation permits, the coal is brought in. Many of the dealers had a considerable amount of coal left over from last year, and when the strike came on they had nearly all their supply on hand. One dealer has shipped about 300 tons out of the city, receiving \$10 a ton for it. The coal was sold in June at \$6.50 a ton. In July coal went up to \$7 a ton, and on October 1 three of the dealers raised their coal to \$8 a ton. The other dealers refused to join them, and continued selling at \$7 a ton.

There is no fear of a famine, and the public will not be inconvenienced in any

way. There is an abundance of wood of all kinds in this county; the best hard maple wood sells for \$5 a cord, the same as last year's price.

### Toronto, Ont.

*Mr. Phillips Thompson, Correspondent,* reports as follows:—

There is practically no anthracite at present in Toronto. Plenty of soft coal, however, may be obtained, but at a high price. Pennsylvania and Ohio are the leading sources of supply. Anthracite coal is generally used for domestic and heating purposes. For manufacturing bituminous coal is used exclusively.

The effect of the limited supply has been to increase prices of soft coal very materially; anthracite for some weeks has been for the great body of consumers unobtainable at any price. In a few instances those having contracts or people willing to pay famine prices have managed to get a little. So far as bituminous coal is concerned there has been no embarrassment, excepting that arising from increased prices and the temporary delay caused by a panic and rush of orders which could not be immediately filled. No factories of importance have been closed, some of the smaller industries may have been temporarily affected. Transportation also has been affected. Large numbers of poor people have applied to city authorities for fuel, but no cases of loss of employment through the strike have been reported. Many people are burning wood. Children and others are to be seen collecting chips and old boards, &c., where buildings are being erected, or torn down old fences or sidewalks carried away. A number of block pavements are being replaced by asphalt and the old blocks are allowed to be taken for fuel. The dumps are eagerly searched for cinders and fragments of wood. There has been a considerable increase in the use of gas and oil stoves, while the sale of coal stoves has fallen off. Cordwood and coke have considerably increased in price, and there has been a gen-

eral increase in the rates of lodging and the rent of heated rooms.

As to the methods proposed to meet the situation, the city has established municipal fuel yards, and ordered coal and wood to the amount of upwards of \$90,000; not more than one cord of wood will be delivered to any one family at a time. The prices for small quantities will be in the same proportion as those for larger orders. No special action by societies has been reported. A great variety of plans and propositions have been formulated principally looking to municipal action. The use of peat has many advocates, there appears to be none actually in the market, orders to some extent were taken by one party who expected to receive a supply, but he was unable to obtain it. There appears to be a strong feeling in favour of permanent municipal coal and wood yards. The prospects are for a gradual subsidence of prices owing to the resumption of work in the anthracite fields, and the prospects of a supply in the course of a few weeks. The crisis has given a strong impetus to the demand for either public ownership or strict control of the sources of fuel and the railways.

### Hamilton, Ont.

*Mr. Samuel Landers, Correspondent,* reports as follows:—

The price of coal up to about July 15 was \$6 per ton for hard and \$5.50 for soft coal (best quality). After that date hard coal went up to \$6.50, and remained at that price for about two weeks, when it went up to \$7 per ton, soft coal also going up from \$5.50 to \$6.50. Up to this time many of the dealers who had booked orders for customers previous to July 15 filled their orders at \$6. About the middle of August the price of coal raised with different dealers; those who had a goodly supply sold in some instances for less than others, but as high as from \$10 to \$13 per ton was paid in the city for hard coal. Soft coal then went up to \$8, when the coal situation became serious.

A special meeting of the city council was then called, and it was decided to purchase 5,000 tons of Welsh and Nova Scotia coal, and negotiations were at once set on foot to secure prices. Soft coal then rose to \$10, and hard coal, it was said, could no longer be secured at any price. The city charity commissioner was despatched north by the mayor to secure a supply of wood. Several car loads were secured, and good hard wood was sold to residents at \$6.50 per cord. A number of car loads of fine slabs were donated by the Brennen Manufacturing Co. The mayor called a representative meeting of councillors, business men and coal dealers to discuss the situation, and when the coal dealers saw the trend of the meeting, that coal was about to be secured from other sources, two leading dealers present said they had lots of coal and would sell the city 500 tons each, making 1,000 tons, at \$8 per ton, providing they sold it in small quantities and at cost. At a subsequent special meeting of the city council, the offer of Messrs. Miles & Rogers to supply 500 tons of soft coal each, at \$8 per ton, was accepted. The dealers at once delivered some 300 tons, which the city sold, through the city clerk at the waterworks yard, at \$8.75 per ton, which was at cost, \$8 for coal, 25 cents per ton for screening and 50 cents for delivery. The dealers still sold theirs at \$10 per ton; in a few days the dealers dropped their price to \$8.75. Then the mayor dropped the price to \$8, the dealers dropped to \$8, then the mayor dropped to \$7.50, then the dealers threatened the city with an injunction to restrain them from going into the fuel business. At this point, the city refused to accept the balance of the 1,000 tons of coal. One of the dealers has issued writs against the aldermen who were present at the special council meeting, for breach of contract in refusing to take the balance of the coal. The city will defend the suit on the ground that the coal was not delivered according to the contract, as it was several days late, as well as that the council meeting was held on Sunday, which makes all business

done illegal. In the meantime, at the end of the month, the city is selling the balance of the coal at \$7 per ton, and good wood at \$6.50. The Toronto, Hamilton and Buffalo Railway Co. sold all of their employees soft coal during the month at \$4 per ton.

### Brantford, Ont.

*Mr. J. C. Watt, Correspondent*, reports as follows:—

Dealers report that they have practically no anthracite coal on hand, the supply of soft coal, however, being equal to the demand. The supply is usually derived from Buffalo, the anthracite being mined in Pennsylvania; the soft coal comes from Pennsylvania and Ohio, by way of Buffalo or Detroit. Anthracite coal is used in nearly every house in the city during the cold weather, and by many during the entire year. In the rural districts many use anthracite coal during the winter. In manufacturing (with the exception of bakers and confectioners) soft coal is used in nearly all the factories. A few, however, have enough waste material, as shavings, saw-dust, &c., and are not dependent upon coal at all.

The price of anthracite coal has nearly trebled since May, and the price of soft coal had advanced about one-third. Many were forced to purchase wood stoves, gas and coal oil heating appliances, some quit work and went in search of wood, which they could only secure at very high prices.

The embarrassment has not been great, however, the warm weather for this season enabling our public institutions to get along with the small amount of fuel they had on hand. In some of the schools the furnace grates were changed so as to enable the using of soft coal. Bakers and confectioners were the only manufacturing institutions that were embarrassed, no factories have had to close. Transportation has not been affected, and there has been no evidence of positive distress or suffering in this locality among the poor, due to the mild weather and the action of the

city council in securing wood. There are no cases of want of employment owing to the non-supply of coal in factories. Wood, peat, gas and coal oil were more freely used; some used bricks previously soaked in coal oil. The demand for wood stoves was exceptionally great.

The price of wood nearly doubled, peat advanced \$1 per ton. Gas for domestic purposes advanced, and the demand for second-hand stoves caused an advance in that line. For new stoves the prices remained the same. The price of board and lodging has been raised by a number 25 cents and 50 cents per week.

Early in October the city council appointed a committee to purchase fuel, and a public meeting held a few days later ratified their action. They were immediately despatched in search of wood, a quantity of which was secured with difficulty. Two municipal fuel yards were established, from which a quantity of wood has been delivered. No societies have taken action in regard to the situation. Many suggested sending to Nova Scotia; the idea is not popular, as the cost to the consumer would be too great for the average citizen. The course pursued by the city council is approved by the majority. The enacting of legislation permitting municipalities to establish fuel yards, if they desire to do so, is freely suggested, and many are in favour of the Dominion government exploring for anthracite coal in different parts of the Dominion. It is expected that high prices will prevail all winter, with a slight modification about Christmas.

### Guelph, Ont.

*Mr. O. R. Wallace, Correspondent*, reports as follows:—

There is no hard coal, and only a small quantity of soft coal in the hands of local dealers. Some factories have enough soft coal to last from two to three months, others are beginning to run short; stocks of soft coal for steam purposes are much lower than is customary. All coal (both hard and soft) used here comes from the

American coal fields. Hard coal is used for making illuminating gas and for household heating, also for use in furnaces, both in private houses and schools, churches, &c. Soft coal is used almost entirely for steam purposes, also in small quantities for heating iron in manufacturing, and for heating purposes by burning in open fireplaces; wood is used to some extent for cooking, but houses are generally warmed by coal fires.

About a month ago dealers had a limited supply of hard coal on hand, which they sold only to regular customers, in quarter and half-ton lots, at \$7 per ton, which is about \$1 per ton above regular rates. The supply is now exhausted; small quantities of soft coal have been sold to be used in coal cooking stoves at from \$7.30 a ton up. Owing to the mild weather, as yet no great individual embarrassment has resulted, excepting through advanced prices. This applies also to the heating of public institutions, &c. Cold weather would soon use up the small stock of coal that public institutions, &c., have now on hand. Stocks on hand of soft coal are comparatively small, especially for the season of the year, summer freights being lower, considerable soft coal is usually on hand in the fall. The chief embarrassment is the present high prices and the difficulty of getting orders filled, rather than that the local supply is entirely exhausted. Owing to wood being used for cooking purposes, and the absence of severe cold weather, there has as yet been no positive distress from lack of fuel, but rather a concern over the high prices of both coal and wood, and the probability that the price will continue high all winter.

Numbers of people use gas ranges for summer cooking, especially where there is a furnace in the house, and these have generally continued to use them for cooking to a much later period than usual. Gas for cooking is supplied at \$1 per thousand feet net, while illuminating gas cost \$1.80 cents per thousand feet net. The Gas Company has intimated a raise in price of gas for cooking purposes, if hard coal does not

soon come down to normal prices. Many people are putting small wood stoves in sitting rooms in place of coal stoves, for the time being. Wood, however, that sold last year at about \$6 a cord, cut and split, now sells at \$8 a cord. No changes in prices for board or lodging are reported.

On petition of the Trades and Labour Council, the city council appointed a special committee to work along similar lines to those adopted by the Toronto city council and other bodies, but the committee, being late in the field, found prices very high and a general difficulty in securing any quantity of fuel. The men in several factories delegated representatives from among themselves to go about one hundred miles north toward Georgian Bay and the Bruce peninsula, to try and obtain a supply of wood, the representatives being given a list of how much each man concerned would want and the price that was thought to be fair. This is the plan that many private parties have had in view, but the main difficulty is the uncertainty of getting cars to transport the wood. The general opinion is that coal will be very scarce until about the new year, and that prices will be considerably higher than usual all winter. Also that large quantities of wood, at the highest prices ever known here, will be used this winter for both heating and cooking in private residences.

### Stratford, Ont.

*Mr. W. H. Westbrook, Correspondent,*  
reports as follows:—

There is no anthracite offered for sale at all in this city, and there has been none received, with the exception of one car-load, since August 1. Soft coal to the extent of one-fourth of what is required is all that is obtainable. Hard coal is obtained from Pennsylvania, soft coal is supplied from Michigan and Ohio and Pennsylvania, mostly from the latter state, through dealers at Buffalo and Detroit. Hard coal is not used here for manufacturing, soft coal being almost entirely used for this purpose. For heating about

three-fourths of the people use hard or anthracite coal. The effect of the limited supply was that the price of anthracite rose from \$7 per ton to \$8, but none at all was to be had after August 1. Soft coal rose from \$5 per ton to \$9, at which it is now selling.

On account of the weather keeping so mild, it cannot be said that much embarrassment has been caused, with the exception of that caused by changing from burning hard coal to wood and soft coal, and the trouble of hunting about the country for a wood supply. Manufacturers have had sufficient fuel in stock to keep them all from embarrassment to date, the same may be said of schools, churches, and public institutions. One factory closed down for part of one day, but wood was obtained next day. Transportation has not been affected at all as far as the general public can see. No evidence of suffering or distress has yet been noticed, and no cases of non-employment have arisen through lack of fuel. Peat has been tried with varying success, some being quite willing to use it, others declaring it to be a failure, but the supply was entirely inadequate to the demand. Soft coal is being used largely in cooking stoves, but is considered a poor substitute, wood is also being burnt, but prices have risen about 40 per cent since the strike. Not many have tried gas in this locality. Wood has risen about 40 per cent, and peat about 90 per cent, gas remains about the same, soft coal rose about 80 per cent, board has not been raised yet, though there is talk of this being done shortly. Many have chopped down shade trees which were on their premises, some farmers are selling their rail fences, now that a good figure can be obtained, and are replacing them with wire fences.

As to methods proposed to meet the situation, the city council has decided to cut down trees from the park to prevent distress among the poor. The Board of Trade has formed a syndicate and sent out agents to purchase wood, which will be distributed from one of the city wood yards

at cost to the citizens, the local wood merchants having been unable to supply the demand made upon them for wood. The Grand Trunk Railway employees, numbering 800, have sent an agent 250 miles north of here to purchase wood; about 300 cords have been secured thus far. The Grand Trunk Company has also arranged to supply each employee with one ton of soft coal at cost price.

The thinning of shade trees and the necessity of government control of the supply of coal are being greatly discussed at present.

### London, Ont.

*Mr. Alex. Wootton, Correspondent, reports as follows:—*

The amount of anthracite coal consumed in this city in a year averages about 60,000 tons, and of soft coal about the same quantity is burned. At present there are about 200 tons of hard coal, which cannot be bought except in cases of absolute need or sickness. Of soft coal there is somewhat in the neighbourhood of 1,000 tons in the city. The anthracite used in this locality all comes from the Pennsylvania coal fields, and is bought through agencies in Buffalo. The soft coal comes from Ohio and Virginia, and is bought through agencies in Detroit and Toledo. Anthracite coal is used almost exclusively for heating purposes during the winter months, but is also used largely in the iron and metal trades, because of the clean fire which it gives, such as for heating bolts, rivets, boiler making and all kinds of moulding; also in the confectionery and biscuit factories for baking purposes. Soft coal is used almost exclusively by manufacturing concerns for steam purposes. A better class of soft coal for domestic purposes is used to a certain extent in house furnaces and ranges.

The limited supply of coal has had the effect of more than doubling the price, as high as \$15 being paid for a ton. Three-quarters of the citizens are without coal of any kind for house purposes, and can-

not buy it, the little that is left being kept for the needy and for the use of manufacturing concerns which are dependent upon it. The city council neglected to make their usual contracts for coal for civic buildings this year and have none on hand. They have 330 tons, for filtration purposes at the city sewer farm, and have decided to use that for heating the civic buildings. The school board, churches and other public institutions have enough coal on hand to last until Christmas. Manufacturing concerns have all had enough coal to keep them going, although some have had to substitute soft for hard. No factories have had to close down. The situation has had no effect on transportation, and no distress or suffering has been reported among the poor, the weather not yet having been very cold. For domestic purposes wood has taken the place of coal almost entirely, twice the amount of wood being used to what is usual at this time of the year. All new and second-hand box wood stoves held by the dealers have been sold. Small coal oil heating stoves have been used by some. Wood stoves of all kinds have in consequence raised in price an average of \$1 all round. Hard wood has raised from \$6 to \$8 and \$8.50 per cord, and soft wood from \$5 to \$6 per cord. A difficulty has been experienced by the dealers in procuring wood, owing to the farmers taking advantage of the situation and holding out for higher prices; also dealers from Detroit and Port Huron have buyers west of here on the Grand Trunk, M.C.R. and L.E. & D.R.R. buying up the wood at higher prices than the local dealers can offer. A local firm has put on the market a cheap sheet iron wood stove, which will last about two seasons, and it has found a ready sale. The brickmakers are holding off the burning of their last kiln of bricks until the price of wood drops.

With regard to methods proposed to meet the situation, the city council has gone into the wood-yard business, having appropriated \$10,000 for that purpose, and appointed a committee from the council to look after it. On October 20 they started sell-

ing hard and soft coal in half-ton lots to those families where there is sickness or urgent need of it, at the following prices: Hocking Valley lump, \$7 per ton; domestic lump, screened, \$6 per ton; anthracite, \$10 per ton. They will commence selling wood about October 25, but have not yet fixed the price. This arrangement will remain in force until the dealers can meet the situation. A reduction of twenty-five per cent has been secured from the G.T.R. on all wood hauled for this purpose. Quite a number of firms have arranged to procure a supply of wood for their employees at cost prices, their travellers buying it in car lots throughout the country. The dealers expect to have coal enough to supply the demand about the first of December.

### St. Thomas, Ont.

*Mr. Albert Roberts, Correspondent*, reports as follows:—

About half the winter supply of anthracite is now in stock, and plenty of soft coal for present use is also to be had. Pennsylvania and Ohio mines furnish the coal purchased by the coal dealers. Anthracite is used very largely in this district for all heating purposes, but is not used for manufacturing. Soft coal is used principally for the railways and for making gas, and such industries as flour mills, foundry works, pumping stations and smaller steam plants. Two large public schools are also heated by soft coal. Woodworking industries use their own waste material for fuel.

As a result of the recent limited supply coal has almost doubled in price, though there has been no particular embarrassment felt, ample fuel having been obtainable at advanced prices, manufacturing also has not been embarrassed; and transportation has been effected only in that less coal has been moving.

There has been no cases of distress reported, and no delay in factories owing to scarcity of fuel. The principal substitute for coal being used is wood, which has been obtainable at double the usual price. Gas

has also been more in use for heating at normal prices. As a result more wood and gas stoves have been sold than usual. The price of other commodities has not raised perceptibly, board, however, has been raised about fifty cents per week. One of the economic effects of the coal famine has been a general depression in the retail business; dealers in coal heating stoves report large stocks unsold, and many lines of trade feel the result.

As regards methods proposed to meet the situation, the municipal council has taken steps to secure a stock of wood to sell to needy citizens at cost.

### Chatham, Ont.

*Mr. John R. Snell, Correspondent*, reports as follows:—

There is no anthracite in the hands of dealers here. There is a fair supply of soft coal, but at a very high price. The chief supply in this locality is obtained from Buffalo, U.S., from agents of Scranton and Lehigh mines, Pennsylvania. Very little anthracite is used in the factories, but it is very generally used in private houses for heating, and in some cases for cooking, soft being used in grates in many houses for heating purposes.

The effect of the coal situation has been to increase the price of soft coal by a very wide margin. Embarrassment has been caused to the extent that very few have been able to obtain any anthracite coal at all. Schools, churches and hospitals have suffered but little, owing to the fact that they used soft coal and wood chiefly, and were fortunate in purchasing their supplies before June last, when the scarcity began. No factories have had to close for lack of fuel; the woodworking factories, such as planing mills, carriage and wagon factories, and fanning mills, have used the shavings, saw dust and refuse wood for fuel. The evaporating factories use coke. Bakeries and confectioners use cordwood and coke. Transportation also has not been materially affected. There are no evidences of distress among the poor, wood being used for

fuel by them to a greater extent than usual. There are no cases of want of employment owing to the non-supply of coal in factories. Wood, coke and soft coal are being largely used as a substitute for anthracite coal for heating and cooking purposes. The price of coke has risen in sympathy with coal, the supply not being equal to the demand. Hardware merchants report a good demand for wood stoves, but little call for coal stoves. There is no advance in the price of new stoves, but second-hand dealers have advanced the price of second-hand wood stoves considerably. On streets where gas mains are laid many people have had gas stoves put in for cooking purposes. The price and scarcity of coal has had the effect of increasing the price of wood and coke at least 25 per cent; gas for cooking remains at the normal price. Price of board has been slightly raised in consequence of the rise in price of coal and other fuel.

The city council has large quantities of wood in different parts of this locality, and shipped in to be supplied at cost to the citizens who may require it. No societies have taken any action in regard to the situation; private individuals also have not adopted any methods of relief.

#### Windsor, Ont.

*Mr. D. Mitchell, Correspondent*, reports as follows:—

No trouble has been experienced here for the want of fuel. Plenty of soft coal and wood, and a very good supply of natural gas are to be had; the weather has been fair, and the people have had no reason to complain. There is no hard coal in the city, but the dealers say they will have plenty by the time it is needed.

The city council appointed a committee of three to look after the fuel supply, but there was nothing done in the matter.

#### Winnipeg, Man.

*Mr. John Appleton, Correspondent*, reports as follows:—

The supply of coal in Winnipeg is only sufficient to meet current demands. There is practically no coal in store for consumption during the winter months. As fast as the railway companies can place cars at Winnipeg the dealers unload and transfer the contents of them to actual consumers. The stock of anthracite at Fort William is approximately 8,000 tons. At this period of the year the usual amount is between 35,000 and 40,000 tons. The average consumption in Winnipeg alone is approximately 30,000 to 35,000 tons, and outside points are supplied through Winnipeg dealers to the extent of 10,000 tons, which is usually drawn from Fort William stocks. The supply of anthracite used here is derived from the Pennsylvania fields, and the bituminous from Lethbridge and Souris. Some American soft coal is used, but not to any considerable extent. Coal from the Crow's Nest Pass is being introduced on the market here and is meeting with favour. At present, however, there is none available for immediate delivery. Anthracite is used solely for heating purposes. Other domestic requirements, such as cooking, are filled by soft coal. The Souris grade is becoming a factor in the market for soft coal. It sells for little more than half the price of other grades, and is being used with success in stoves fitted with special grates.

The effects of the limited supply are extensively felt. There has been no material change in the price of soft coal, but anthracite has doubled in price. Many have substituted soft coal for heating purposes where anthracite had been used previously. As grates in furnaces are generally made for hard coal, some little inconvenience has been caused but no real embarrassment. Public bodies and manufacturing concerns have not been affected. Transportation also has not been affected, as the supply of soft coal from Canadian mines is abundant. No cases of suffering or loss of employment have been reported. As regards substitutes, the use of wood where hitherto coal has been used has been increased

slightly. In price wood has advanced from a normal price of approximately \$5 per cord to \$6.50 and \$7 for tamarack. Many dealers, however, say that this advance would have taken place irrespective of any influence exerted on the market by the shortage of anthracite coal. The causes of the higher prices of wood are shortage of output last year and the lack of transportation facilities to put on the market stocks in the bush. Lack of snow last year also interfered with the moving of wood to points on the railway from which shipment could be made. While the demand for special stoves for burning soft coal has been manifest, it has not been such as to affect the price. There has been no change also in the price of gas, and no appreciable change has taken place in the price of board or lodging. An advance in the price of rooms has taken place, but this cannot be attributed to the coal situation. The proper testing and experimenting with the local coal, such as the Souris, has received a great impetus by the scarcity of anthracite, and it is not unlikely that the general consumption of this variety will in future be greater. Stoves are being made that make its use economical. In some parts of the province this coal is used solely. Up to the present not more than between 35,000 to 40,000 tons have been used in any one year.

As to measures taken to meet the situation, the question of the advance in the price of fuel was discussed by the city council, but no action was taken. A large number of citizens, fearing a scarcity, took the precaution to secure a stock early in the season. Many are buying what anthracite they can secure. No anxiety prevails, as the question is not so much the lack of coal, but the transportation facilities to land Canadian products at the door of the consumer. No diminution in the price of coal is looked for this season. This has reference to anthracite only. It is the impression, however, that the grain blockade will be over at the close of navigation, when the transportation companies will be

able to place at the disposal of the miners a sufficient supply of cars.

### Brandon, Man.

*Mr. S. P. Stringer, Correspondent*, reports as follows:—

The coal dealers are practically out of anthracite coal at present, the stock on hand, which was carried over from last year, was sold some time ago to citizens who were fortunate enough to secure it before the price of coal advanced. Anthracite coal is bought at Fort William from wholesale dealers, who receive their supply by boat from the east. Bituminous or soft coal is used for household purposes; there are two kinds, Galt coal and Souris. The Galt coal comes from the Galt mines in British Columbia, and is shipped on the Canadian Pacific Railway from Lethbridge. This coal will take the place of anthracite coal for heating and domestic purposes. There may be some difficulty in securing a sufficient supply to meet the demand, owing to the long distance that it has to be hauled, and the pressure of business on the Canadian Pacific Railway.

Anthracite and soft coal is not used for manufacturing purposes, wood usually taking their place. The coal being used for heating purposes only.

Souris coal comes from the mines near Estevan, about 160 miles from Brandon. This coal is used chiefly by poor people, owing to the cheapness of it. This coal will burn in any kind of stove with a grate. It is used extensively for household purposes, and can be used for heating purposes when suitable stoves are in use. Farmers and working people as a rule use this coal instead of hard coal.

The price of all kinds of coal and firewood has increased, but this city and district will not suffer as much as some places on account of this scarcity of hard coal. Individuals seem to feel no very great inconvenience in securing a sufficient supply of some kind of coal suitable for household purposes. The city hospital has been

embarrassed to some extent in not having a supply of hard coal for heating purposes. There do not appear to be complaints from other institutions in the city. The provincial asylum made its contract early in the season. Manufactories are not using coal of any kind, wood slabs and saw-dust are chiefly used. Transportation has not been affected so far, and there has been no evidence as yet of distress or suffering among the poor. There has been no case also of want of employment. Wood and soft coal are the only substitutes used, and no changes in the stoves that have been in use are reported. With the exception of wood and coal, there has been no increase in the price of any commodity. The price of board has not increased.

Neither the municipality, societies nor individuals have taken concerted action to deal with the question. The outlook for the future will largely depend on the railways bringing a supply of soft coal and wood in sufficient quantities to supply the demand. Our source of supply is inexhaustible, with the exception of Souris coal; wood and Galt coal have to be hauled a long distance, and at this season of the year the railways have all the business that they can attend to.

#### New Westminster, B.C.

*Mr. George Hargreaves, Correspondent,* reports as follows:—

The supply of soft coal is sufficient for the demand in this locality. The supply is obtained from Vancouver Island. New Westminster and district is wholly unaffected by the conditions prevailing in the fuel market in Eastern Canada.

#### Vancouver, B.C.

*Mr. George Bartley, Correspondent,* reports as follows:—

With regard to the nature of the coal supply of Vancouver, there are about 2,500 tons of anthracite consumed, with soft coal to the extent of about 10,000 to 11,000 tons. In addition to these figures, there is a large quantity of soft coal and coke used by the

foundries, factories, steamboats, railways, &c., in and tributary to Vancouver, the exact figures of which are impossible to obtain, but are conservatively estimated at 225,000 tons, of which the C.P.R. trains and steamers take two-thirds. A reserve stock of anthracite of about 2,000 tons would be quite sufficient for all needs until spring. Anthracite coal is not used at all by the working people. There is an unlimited supply of soft coal in reserve at the mines at Ladysmith, Comox and Nanaimo, all of which places are on Vancouver Island, ranging from 40 to 80 miles distance from Vancouver city. Soft coal in Vancouver would be much cheaper but for the fact that it has to be carried by rail from the mines on the island to the water front, thence transferred to vessels, and carried from 40 to 80 miles to this city, and then unloaded. So many handlings breaks the coal up, and as the domestic consumer buys lump (all slack being eliminated), the cost is about twenty per cent higher than if it came from the mines direct to the consumer without being transhipped, thereby breaking bulk. The screening process at the coal breakers here causes twenty-five per cent of the lump coal to go in the wash heap, and dealers sell this for \$2 to \$2.50 per ton to the factories.

The prices of coal are permanent here, and will not increase, but may decrease, owing to improved methods in mining and handling. There is the further fact to be considered that the market for British Columbia coal on the railways of southern California is dropping off on account of the locomotives using petroleum for fuel. As there are several soft coal collieries with five or six shafts in each, closely situated to the city, the strike in Pennsylvania has had no effect here. In fact, by the exporting of cheaper grades of soft coal, the average price to consumers has been reduced.

#### Victoria, B.C.

*Mr. J. D. McNiven, Correspondent,* reports as follows:—

No anthracite is used in Victoria, but an abundant supply of soft coal is always to be had from Nanaimo, Union, Wellington and Extension (Vancouver Island), and a small portion from Roslyn (Washington, U.S.).

The strike in Pennsylvania has no bearing on this locality. The supply of coal on hand is more than equal to the demand, and prices are normal.

#### Nanaimo, B.C.

*Mr. A. E. H. Spencer, Correspondent,* reports as follows:—

There is no anthracite used in this locality, and there are no coal dealers. The coal used here is bituminous, and is sold only at the pit head by the coal company at a uniform rate of \$4 per ton. The price has been unchanged for years. In regard to the market for this coal, it is mostly all sold in California, the Pacific coast market being supplied by coal from the coast collieries, British Columbia mines and Australia. The eastern coal situation has no effect whatever on conditions in this locality.

### IV.—PRICES OF ANTHRACITE AND BITUMINOUS COAL IN CANADA, 1900, 1901, 1902.

As mentioned in the introduction to the present article, the Department of Labour, as part of its general investigation into the effects of the coal strike on conditions in Canada, made a special investigation of prices of coal in the Dominion. The statistical tables appearing herewith contain the results of this investigation, the figures therein given being taken from the official statements obtained by the department from local coal dealers in all parts of the Dominion in reply to its requests for information.

In the statistical tables the localities have been arranged alphabetically under the respective provinces to which they belong, so as to admit of ready reference. The names of firms supplying information have not been published, but where more than one return has been received from any one locality it has been published separately. The tables also include the returns made by the special correspondents of the *Gazette* on the average rates prevailing in their respective localities. The publication of the returns by the special correspondents of the *Gazette* being in italics

will help to distinguish them from the returns sent in by local dealers. The tables have to do with both anthracite and bituminous coal, and, except where some quality is especially mentioned, have reference to the kind and grade of coal in most general use.

The tables have been so arranged as to give the rates current month by month for the months of June, July, August, September and October, 1900 and 1901, and the rates current on the first and fifteenth of June, July and August; on the first, 8th, and 15th and 23rd of September, and on the 8th and 15th of October, 1902. This arrangement, while affording opportunity for a comparison of prices during the present year with those of the two previous years, also gives opportunity of observing the rapidity and extent of the recent general rise. Where, in the statements sent in to the department details have been given indicating the supply of coal held by local dealers on the 15th of October, this information has been given in a supplementary column under the heading of 'Supply of coal on hand October 15.'

## PRICES OF ANTHRACITE COAL IN CANADA DURING THE

LOCALITY.	PRICE OF COAL PER TON.											
	1900.						1901.					
	June 1.	July 1.	August 1.	September 1.	October		June 1.	July 1.	August 1.	September 1.	October	
					1.	15.					1.	15.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia—												
Antigonish.....	7 25	7 25	7 25	7 27	7 25	7 25	8 25	8 25	8 25	8 25	8 25	8 25
Bridgetown.....						6 50						6 40
Digby.....	6 20	6 20	6 20	6 20	6 20	6 20	6 50	6 50	6 50	6 50	6 40	6 40
Hantsport.....				5 50	5 50					5 75	5 75	
Halifax.....	6 25	6 25	5 25	5 25	5 25	6 75	6 00	6 00	5 75	6 00	6 00	6 00
Halifax.....	4 75	5 00	5 00	5 00	6 50	6 50	5 35	5 45	5 55	5 65	5 75	5 75
".....	5 25	5 25	5 00	5 00	5 75	5 75	6 25	5 75	5 75	5 75	5 75	5 75
Maitland.....	6 50	6 50	6 50	6 50	7 25	7 25		b				
New Glasgow.....												
North Sydney.....												
Port Mulgrave.....	5 00	5 00	5 00	5 00	5 00	5 00	5 50	5 50	5 50	5 50	5 50	5 50
Prince Edward Island—												
Charlottetown.....	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00
New Brunswick—												
St. John.....	6 50	6 50	6 50	6 50	6 75		5 25	5 25	5 50	5 50	5 50	
St. John.....	5 25	5 25	5 25	5 50	5 50	5 75	5 25	5 25	5 25	5 50	5 50	5 75
Quebec—												
Aylmer.....	6 50	6 50	6 50	7 00	7 00	7 50	6 50	6 50	7 00	7 00	7 00	7 50
Bluebonnets.....	5 75	5 75	5 75	5 75	5 75	6 00	6 00	6 00	6 00	6 00	6 00	6 00
Coteau Landing.....	6 00	6 00	6 00	6 00	6 50	6 50	6 05	6 15	6 25	6 25	6 25	6 25
Chamblay Canton.....	6 00	6 00	5 25	5 25	5 50	5 50	6 00	6 00	6 00	6 00	6 00	6 00
Farnham.....	5 50	5 50	5 75	5 75	6 00		5 75	5 75	5 75	6 00	6 25	
Hull.....	6 50	6 50	6 50	6 50	7 00		7 00	7 00	7 00	7 00	7 00	
Hull.....	6 50	6 50	6 50	6 50	7 00		7 00	7 00	7 00	7 00	7 00	
Montreal.....	5 75	5 75	6 00	6 25	6 25		6 00	6 00	6 00	6 00	6 25	
Montreal.....							5 75		6 00	6 00	6 25	
".....	5 50	5 50	5 50	5 50	5 75	5 75	6 00	6 00	6 00	6 00	6 25	
".....	4 30						4 30 (net)					
".....	5 25	5 50	5 50	5 50	5 75	6 75	5 50	5 75	5 75	5 75	5 75	6 00
".....	5 50	5 75	5 75	5 75	6 00	7 00	5 75	6 00	6 00	6 00	6 00	6 25
".....	5 25	5 25	5 25	5 50	6 75	6 75	5 50	5 75			6 00	6 00
".....	5 50	5 50	5 50	5 75	7 00	7 00	5 75	6 00			6 25	6 25
* Quebec.....	6 00	6 00	6 00	6 00	6 75		6 00	6 00	6 00	6 00	6 50	
Quebec.....	6 00	6 00	6 00	6 25	6 50	7 00	6 25	6 25	6 25	6 50	7 00	7 50
Sherbrooke.....	5 85	5 95	6 05	6 15	6 25	6 50	6 85	5 95	6 05	6 15	6 25	6 50
St. Annes de Belleau.....												
St. Cesaire.....	5 35						5 60					
".....	5 60	a					5 75					
St. Hyacinthe.....	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00

† Net prices. \* Welsh anthracite: \$8 to \$12 during September and \$12 during October, 1902.

a. Increased 10c. per ton each month. b. None sold. c. Increased 10c. per ton each month. d. None j. None on hand. k. None on hand. l. None to be had after May. m. None to be had after May. n.

DEPARTMENT OF LABOUR, CANADA.  
SPECIAL INVESTIGATION INTO COAL SITUATION IN CANADA.  
STATISTICAL TABLE NO. 1.

MONTHS JUNE TO OCTOBER, INCLUSIVE, 1900, 1901, 1902.

PRICE OF COAL PER TON.													SUPPLY OF COAL ON HAND, OCTOBER 15, 1902.
1902.													
June		July		August		September				October			
1.	15.	1.	15.	1.	15.	1.	8.	15.	23.	1.	8.	15.	
\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
.....	<i>c</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 00	None to be had.
7 00	7 00	7 00	7 00	7 60	7 60	7 60	7 60	7 60	8 60	8 60	8 60	9 60	130 tons.
.....	<i>d</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50—about $\frac{1}{2}$ usual stock on hand.
6 50	6 50	6 50	6 50	7 00	7 00	7 50	10 00	10 00	10 00	10 00	10 00	None	(Had about half enough to supply town before strike was declared).
6 25	6 25	7 00	7 00	8-15	8-15	8-15	8-15	8-15	8-15	8-15	8-15	8-75	None on hand. Present demand
6 25	6 25	6 25	6 75	7 59	8 00	9 00	9 00	10 00	12 00	15 00	15 00	15 00	about 350 tons; no supply.
.....	<i>e</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	<i>f</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
6 00	6 00	6 00	6 00	6 00	6 00	10 00	10 00	10 00	10 00	15 00	15 00	15 00	
.....	<i>g</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
8 00	8 00	8 00	8 50	8 50	9 00	9 50	9 50	9 50	10 00	10 00	10 00	10 00	
7 00	7 00	7 00	7 50	8 00	8 50	9 50	10 50	11 50	12 50	15 00	15 00	15 00	
7 00	7 00	7 00	7 00	7 50	8 00	10 00	10 00	12 00	12 00	15 00	15 00	15 00	200 tons; other years, 3,000.
6 50	6 50	.....	<i>h</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	
6 50	.....	<i>i</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,500 tons required; only 50 tons
6 75	6 75	7 00	7 00	7 50	7 50	8 00	8 00	8 00	8 00	9 00	9 00	9 00	in all delivered.
6 00	6 00	6 00	6 00	6 00	6 50	6 50	6 50	6 50	<i>j</i>	.....	.....	.....	15 tons; usually 400 tons on hand.
6 25	6 75	6 75	7 25	8 00	8 00	8 00	9 00	9 00	.....	.....	.....	.....	
7 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
7 50	7 50	7 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100 tons anthracite and bituminous;
6 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	220 last year; 130 in 1900.
.....	<i>k</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	<i>l</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Only 75 tons obtainable this year;
4 35	4 35	4 60	4 60	7 00	7 00	7 00	7 00	7 00	7 00	15 60	15 60	15 60	demand 200 tons.
5 75-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Have tonnage for 5,000 tons, but
6 00	<i>m</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	yards empty.
5 75-	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
6 00	<i>n</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	<i>o</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
6 50	6 50	6 50	7 50	7 50	12 50	12 50	12 50	20 00	20 00	20 00	20 00	20 00	100 tons.
6 60	6 60	7 00	7 00	7 50	7 50	8 00	8 50	9 00	9 00	10 00	11 00	12 00	
6 00	6 00	6 00	6 00	6 00	8 00	.....	.....	.....	.....	.....	.....	8 00	
.....	<i>p</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	None on hand.
8 00	8 00	8 00	8 00	8 00	8 00	9 00	9 00	9 00	9 40	<i>q</i>	.....	.....	

to be had. *c*. None sold. *f*. Almost none used. *g*. None to be had. *h*. None to be had. *i*. None on hand. None to be had after May. *o*. None on hand. *p*. Unable to obtain a supply. *q*. None.

## PRICES OF ANTHRACITE COAL IN CANADA DURING

LOCALITY.	PRICE OF COAL PER TON.											
	1900.						1901.					
	June 1.	July 1.	August 1.	September 1.	October		June 1.	July 1.	August 1.	September 1.	October	
					1.	15.					1.	15.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Quebec— <i>Con.</i>												
St. Hyacinthe.....	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00
" .....	6 00	6 00	6 00	6 50	6 50	6 50	6 25	6 25	6 25	6 50	6 50	.....
St. Johns.....	6 00	5 50	5 50	5 00	6 50	6 50	6 50	5 25	5 75	6 25	6 25	6 25
Ste. Martine.....	5 25	5 35	5 45	6 00	6 00	.....	5 50	5 60	5 70	6 00	6 00	.....
St. Pié.....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
St. Vincent de Paul...	6 00	6 00	6 00	6 00	7 00	.....	6 30	6 30	6 30	6 30	7 00	.....
Three Rivers.....	5 75	5 75	5 75	6 00	6 00	6 00	5 75	5 75	5 75	6 00	6 00	6 00
Ontario—												
Ashburnham.....	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	7 00	7 00	7 00
Almonte.....	6 00	6 15	6 15	6 40	6 50	6 50	6 35	6 50	6 50	6 75	6 75	6 75
Barrie.....	6 00	6 00	6 00	6 25	6 25	6 25	6 50	6 50	6 50	6 50	6 50	6 50
Belleville.....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 25	6 25	6 25
Pelleville.....	5 50	5 50	5 50	6 00	6 00	.....	6 00	6 25	6 25	6 25	6 25	.....
" .....	5 50	5 50	5 50	5 50	6 00	6 00	6 00	6 30	6 00	6 00	6 25	6 25
Brantford.....	5 00	5 50	5 50	5 50	6 50	.....	6 00	6 00	6 00	6 00	6 00	.....
Brantford.....	5 00	5 50	5 50	5 50	6 00	6 50	6 00	6 00	6 00	6 00	6 00	6 00
" .....	5 50	5 50	5 50	5 50	5 50	5 50	6 00	6 00	6 00	6 00	6 00	6 00
" .....	5 00	5 50	5 50	5 50	6 50	.....	6 00	6 00	6 00	6 00	6 00	.....
" .....	5 50	5 50	5 75	5 75	5 75	6 00	6 00	6 00	6 00	6 00	6 25	6 25
Chatham.....	6 25	6 25	6 25	6 50	6 50	6 75	6 25	6 25	6 25	6 25	6 25	6 25
Dundas.....	5 50	5 50	5 50	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
" .....	5 00	5 50	5 50	5 50	6 00	6 00	6 00	6 00	6 00	6 00	6 00	.....
Dunnville.....	6 00	6 00	6 00	6 00	6 25	6 25	6 25	6 00	6 00	6 25	6 50	6 50
Goderich.....	6 00	6 00	6 25	6 50	6 50	6 50	6 00	6 00	6 25	6 50	6 50	6 50
" .....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
Guelph.....	6 00	6 25	6 25	6 50	6 50	6 50	6 00	6 25	6 25	6 50	6 50	6 50
Guelph.....	6 00	6 25	6 25	6 50	6 50	6 50	6 00	6 25	6 25	6 50	6 50	6 50
" .....	6 25	6 25	6 50	6 50	6 50	.....	6 20	6 30	6 40	6 50	6 50	6 50
" .....	5 75	5 75	5 75	5 75	5 75	5 75	6 20	6 20	6 20	6 20	6 50	6 50
Hamilton.....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
Hamilton.....	5 50	.....	.....	.....	.....	.....	6 00	.....	.....	.....	.....	.....
" .....	5 50	5 50	5 50	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
" .....	5 50	5 50	5 50	5 50	5 50	5 50	6 00	6 00	6 00	6 00	6 00	6 00
" .....	6 00	6 00	6 00	6 50	6 50	6 50	6 00	6 00	6 00	6 50	6 50	6 50
Kingston.....	5 75	5 75	5 75	5 75	5 75	5 75	6 25	6 25	6 25	6 25	6 25	6 25
Kingston.....	5 50	5 50	5 50	5 50	5 50	5 50	6 25	6 25	6 25	6 25	6 25	6 25
London.....	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	7 00	.....
London.....	6 00	6 00	6 00	6 00	6 00	6 00	6 50	6 50	6 50	6 50	6 50	6 50
" .....	6 00	6 00	6 00	6 00	6 00	6 50	6 50	6 50	6 50	6 50	6 50	6 50
" .....	.....	.....	.....	.....	.....	.....	6 50	6 50	6 50	6 50	6 50	6 50
Morrisburg.....	5 25	5 25	5 25	5 25	5 25	5 25	5 50	5 50	5 50	5 50	5 50	5 50
Napanee.....	5 75	5 75	5 75	5 75	5 75	5 75	6 25	6 25	6 25	6 25	6 25	6 25
Norwood.....	6 25	.....	.....	.....	7 25	7 25	6 75	.....	7 25	7 25	7 50	7 50
Oakville.....	5 75	5 75	5 75	5 75	5 75	5 75	5 75	5 75	5 75	5 75	5 75	5 75
" .....	5 25	.....	.....	.....	5 25	.....	6 00	.....	.....	.....	6 00	.....
Orangeville.....	6 30	6 40	6 50	6 60	6 80	.....	6 40	6 50	6 60	6 70	6 80	.....
Oshawa.....	5 50	5 50	5 50	5 50	6 00	.....	6 00	6 00	6 00	6 00	6 00	6 00
Ottawa.....	6 50	6 50	6 50	6 50	6 50	6 50	7 00	7 00	7 00	7 00	7 00	7 00
Ottawa.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

a. None to be had. b. None obtainable. c. None on hand. d. No supply after August. e. None.  
 h. No coal sold since.



## PRICES OF ANTHRACITE COAL IN CANADA DURING

LOCALITY.	PRICE OF COAL PER TON.											
	1900.						1901.					
	June 1.	July 1.	August 1.	September 1.	October		June 1.	July 1.	August 1.	September 1.	October	
					1	15					1	15
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>Ontario—Con.</b>												
Ottawa .....	6 50	6 50	6 50	6 50	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00
" .....	6 50	6 50	6 50	6 50	6 50	....	7 00	7 00	7 00	7 00	7 00	7 00
Owen Sound .....				5 35						5 85		
Peterboro' .....	6 25	6 50	6 50	6 50	6 50	6 50	6 25	7 00	7 00	7 00	7 00	7 00
" .....	6 25	6 25			6 25	....	6 50	6 50			6 50	....
Port Hope .....	5 75	5 75	6 00	6 00		....	5 75	6 00	6 25	6 25		....
Preston .....							6 00					6 50
Ridgetown .....	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
Sarnia .....	6 00	6 00	6 00	6 50	6 50	....	6 00	6 00	6 00	6 50	6 50	....
Smith's Falls .....							6 00	6 00	6 00	6 00	6 00	6 50
" .....	5 75	5 75	5 75	5 75	5 75	5 75	6 00	6 00	6 00	6 00	6 00	6 50
Stratford .....	6 00	6 00	6 50	6 50	6 50	....	6 50	6 50	6 25	6 25	6 50	....
Stratford .....	5 50	5 50			6 00	6 25	6 00	6 00	6 25	6 50	6 50	6 50
" .....	5 50			5 75	6 00	7 00	6 00		6 25	6 50	6 50	....
" .....	6 00	6 25	6 25	6 25	6 50	6 50	6 00	6 25	6 25	6 50	6 50	....
St. Thomas .....	6 00	6 00	6 00	6 00	6 00	6 00	6 50	6 50	6 50	6 50	6 50	6 50
Toronto .....	5 50	5 50	5 50	6 00	6 00	....	6 00	6 00	6 00	6 50	6 50	....
Toronto .....	5 50	5 50	5 50	5 50	6 00	....	6 00	6 00	6 00	6 25	6 25	....
" .....	5 50	5 50	5 50	5 50	6 00	....	6 00	6 00	6 00	6 00	6 25	....
" .....	6 00	6 00	6 50	6 50	6 50	6 50	6 00	6 00	6 50	6 50	6 50	6 50
" .....	5 50	5 50	5 50	5 50	5 75	5 75	5 75	5 75	5 75	6 00	6 00	6 00
" .....	5 50	5 50	5 50	6 00	6 50	....	6 00	6 00	6 00	6 50	6 50	....
Thorold .....	6 00	6 00	6 00	6 00	6 50	....	6 00	6 00	6 00	6 00	6 50	....
Welland .....	5 25	5 25	5 25	5 50	5 50	5 50	5 50	5 50	5 75	5 75	6 00	6 00
Windsor .....	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
<b>Manitoba—</b>												
Brandon .....	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50
Winnipeg .....	10 00	10 00	10 00	10 00	10 00	10 00	10 50	10 50	10 50	10 50	10 50	10 50
Winnipeg .....	10 00						10 00					
" .....	10 00	10 00	10 00	10 00	10 00	10 00	10 50	10 50	10 50	10 50	10 50	10 50
" .....	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50	10 50
<b>British Columbia—</b>												
Nanaimo .....	a	....	....	....	....	....	....	....	....	....	....	....
New Westminster .....												
New Westminster .....	7 00—	7 00—	7 00—	7 00—	7 00—	7 00—	7 00—	7 00—	7 00—	7 00—	7 00—	7 00—
	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00
Vancouver .....	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00
Vancouver .....	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00	9 00
Victoria .....	a	....	....	....	....	....	....	....	....	....	....	....

a. No anthracite used.

THE MONTHS JUNE TO OCTOBER, &c.—Continued.

PRICE OF COAL PER TON.													SUPPLY OF COAL ON HAND OCTOBER 15, 1902.
1902.													
June		July		August		September				October			
1.	15.	1.	15.	1.	15.	1.	8.	15.	23.	1.	8.	15.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	75 tons; usually 2,000 to 3,000 tons
7 00	7 00	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	40 " 1,500 to 2,000 "
*													
7 00	7 00	7 00	7 00	7 00	7 50	8 90	10 00	12 00	13 50	15 00	15 00	15 00	A month's supply.
7 00	7 00	7 00	7 50	8 00	.....	*							
6 40		6 50		6 75		7 00	*						
6 00						7 00						8 00	20 tons.
6 50	6 50	6 50	6 50	6 50	6 50	7 00	7 00	8 00	8 00	8 00	8 00	8 00	30 " "
*													
6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	None.
6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	*			
7 00	7 00	7 00	7 00	*									
6 25	6 50	6 50	6 50	7 00	7 00	7 00	7 00	7 50	8 00	8 00	8 00	8 00	
6 50	6 50	6 50	7 00	7 25	7 25	7 50	.....	8 00	.....	8 50	10 00	.....	None; usual 400 tons.
6 25	6 25	*											
7 00	7 00	7 00	7 00	7 00	7 00	7 00	8 00	8 00	8 00	10 00	10 00	12 00	
6 50	6 50	6 50	6 50	6 50	7 00	7 00	\$						
6 50	6 50	6 50	6 50	6 50	7 00	.....	*						
6 50	6 50	6 50	6 50	6 50	7 00	7 00	8 00		†				
6 50	6 50	6 50	6 50	6 50	7 00	7 00	7 50	8 00	8 00	10 00	*		
6 50	6 50	7 00	7 00	7 00	7 00	7 00	7 50	8 00	12 00	15 00	20 00	15 00	1,200 tons.
6 50	6 50	6 50	6 50	6 50	7 00	7 50	7 50	8 00	9 50	12 00	15-18	20 00	2½ p. c. of full stock.
6 50	6 50	6 50	6 50	7 00	7 00	*							
5 50	5 50	5 75	5 75	6 00	6 00	6 50	6 50	6 50	6 50	*			
6 50	6 50	6 50	6 50	6 50	6 50	‡							
11 30	11 30	11 30	11 30	11 30	11 30	12 00	.....	.....	.....	20 00	.....	20 00	
10 50	10 50	11 00	11 00	13 00	13 00	15 00	17 00	17 00	17 00	20 00	20 00	20 00	
10 50	10 50	10 50	10 50	10 50	11 00	11 00	12 00	15 00	17 00	20 00	20 00	20 00	None.
10 50	10 50	10 50	10 50	11 00	13 00	13 00	15 00	15 00	15 00	17 00	20 00	20 00	
10 00	10 50	10 50	10 50	13 00	13 00	15 00	15 00	17 00	17 00	20 00	20 00	20 00	
a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
7 50	7 50	7 50	7 50	7 50	7 50	8 00	8 00	8 00	8 00	8 00	8 00	8 00	100 tons.
9 50	9 50	9 50	9 50	9 50	9 50	10 00	10 00	10 00	10 00	10 00	10 00	10 00	
9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	
9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	9 50	
a	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

\*None to be had. †No regular price. ‡Supply exhausted. § From \$7 to \$10, \$12, \$15 and \$20.

## PRICES OF BITUMINOUS COAL IN CANADA DURING THE

LOCALITY.	PRICE OF COAL											
	1900.						1901.					
	June 1.	July 1.	August 1.	September 1.	October.		June 1.	July 1.	August 1.	September 1.	October.	
					1.	15.					1.	15.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Nova Scotia—												
Amherst .....											4 60	
" .....	3 50	3 50	3 50	3 50	3 50	4 00	4 00	4 00	4 00	3 50	3 50	3 50
Antigonish .....	4 80	4 80	4 80	4 80	5 00	5 50	5 50	5 50	5 50	5 50	5 50	5 50
Bridgetown .....						5 75						6 00
Digby .....	4 50	4 50	4 50	4 90	5 40	5 40	5 40	5 40	5 40	5 30	5 30	5 30
Hantsport .....	4 50	4 50	4 50	4 50	4 50	4 50	5 50	5 50	5 50	5 50	5 50	5 50
Halifax .....	3 50	3 65	3 65	4 35	5 00	5 00	4 15	4 15	4 15	4 15	4 15	4 15
" .....	3 60	3 60	3 60	4 60	4 90	4 60	4 10	4 10	4 10	4 10	4 10	4 10
Halifax .....	4 00	4 00	4 25	4 50	4 50	4 75	4 35	4 35	4 65	4 65	4 65	4 75
Lynn .....	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
Maitland .....				6 00						6 00	6 25	
New Glasgow .....	4 20	4 20	4 20	4 20	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00
North Sydney .....												
Port Mulgrave .....	4 50	4 50	4 50	4 50	4 50	4 50	5 00	5 00	5 00	5 00	5 00	5 00
Windsor .....	4 75	4 75				4 75	5 00	5 00				5 00
Prince Edward Island—												
Charlottetown .....	3 80	3 80	3 80	3 80	3 80	3 80	3 80	3 80	3 80	3 80	3 80	3 80
New Brunswick—												
St. John .....	6 80	6 80	6 80	6 80	6 80	6 80	6 80	6 80	6 40	6 40	5 80	
" .....	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	6 30	
St. John .....	3 80	3 80	3 80	4 00	4 00	4 00	4 05	4 05	4 25	4 50	5 00	5 25
Quebec—												
Chambly Canton .....	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50
Hull .....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
Hull .....	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
" .....	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
Montreal .....	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
Montreal .....												
" .....	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
" .....	3 55	3 55	3 85	4 10	4 20	4 25	4 00	4 00	4 00	4 00	4 15	4 15
" .....												
Quebec .....												
Quebec .....							4 20	4 20	4 20	4 20	4 20	4 20
Sherbrooke .....	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
St. Annes de Belleau .....												
St. Hyacinthe .....	5 00	5 00	5 00	5 00	5 00	5 00	5 50	5 50	5 50	5 50	5 50	5 50
St. Hyacinthe .....	4 75	4 75	4 75	4 75	\$5 50		4 75	4 75	4 75	4 75	\$5 50	
" .....	5 00	5 00	5 00	5 00	5 00		5 50	5 50	5 50	5 50	5 50	5 50
Three Rivers .....	4 00	4 00	4 00	4 00	4 00	4 00	4 25	4 25	4 75	4 75	4 75	4 75
Valleyfield .....												
Ontario—												
Ashburnham .....	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50	3 50
Barrie .....	4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	5 00	5 00	5 00	5 00
Belleville .....	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50
Belleville .....	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00
Brantford .....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
Brantford .....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
" .....	**3 40	3 40	3 40	3 40	3 50	3 50	3 60	3 60	3 60	3 65	3 65	3 65
Chatham .....	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00
Dundas .....												
Dunnville .....												

\* Screened. † Per chaldron. ‡ Average. § Lump. || Short ton. \*\* On track, car lots.

DEPARTMENT OF LABOUR, CANADA,  
SPECIAL INVESTIGATION INTO COAL SITUATION IN CANADA,  
STATISTICAL TABLE, NO. 2.

MONTHS JUNE TO OCTOBER INCLUSIVE, 1900, 1901, 1902.

PER TON.													SUPPLY OF COAL ON HAND OCTOBER 15, 1902.
1902													
June.		July.		August.		September.				October.			
1.	15.	1.	15.	1.	15.	1.	8.	15.	23.	1.	8.	15.	
\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 60	Insufficient to supply town.
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	About 75 tons.
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	6 00 50 tons.
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	30 tons.
4 35	4 05	4 05	4 05	4 05	4 05	4 00	4 00	4 00	4 00	4 00	4 15	4 35	None. Obligated to wait 6 or 8 weeks to get orders filled.
4 25	4 25	4 25	4 25	4 10	4 10	4 00	4 00	4 00	4 00	4 00	4 10	4 50	
4 35	4 65	4 65	4 65	4 60	4 60	4 60	4 60	4 60	4 60	4 60	4 75	5 00	
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	50 tons. 35 miles from coal mine.
							5 50	5 50	5 50	5 50	5 50	5 50	
4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	
5 50	5 80	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	*3 00 Consumers obtain supply at mines
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	4 75	Plentiful.
3 60	3 60	3 60	3 60	3 60	3 60	3 60	3 60	3 60	3 60	3 60	3 60	3 60	
6 80-	6 80-	6 80-	6 80-	6 80-	6 80-	6 80-	6 80-	6 80-	6 80-	7 50-	7 50-	7 50-	
7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 00	7 50	8 25	8 25	
4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 75	4 75	3,000 tons; other years 3,000 to 5,000.
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	8 00	8 00	8 00	60 tons.
6 00	6 00	6 00	6 00	6 00	6 00	6 50	7 00	7 00	7 00	7 00	7 00	7 00	
5 50-	5 50-	5 50-	5 50-	5 50-	5 50-	5 50-	7 00	7 00	7 00	7 00	7 00	7 00	
6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	
3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	
6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	
3 50	3 50	3 50	3 60	3 60	3 60	3 60	3 60	3 60	3 60	3 85	4 25	5 00	About 400 tons; former years 1,200 to 1,500.
								5 00	6 67	7 00	7 00	8 00	
4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 50	4 50	4 50	5,000 tons; equal to all demands.
4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	6 00	6 00	6 00	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 75	5 75	6 20	6 70	8 00	Plenty.
4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	8 00	8 00	8 00	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 75	5 75	6 20	6 70	8 00	
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	
												8 00	
4 00	4 00	4 00	4 00	5 00	5 00	6 50	6 50	7 00	7 00	8 00	9 00	9 00	
4 75	4 75	4 75	4 75	4 75	4 75	5 00	5 00	5 00	5 00	6 00	a	a	a None on hand.
4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	6 50	6 50	6 50	
4 50	4 50	4 25	4 00	4 00	4 25	4 25	4 50	4 75	5 50	7 00	7 00	7 25	
6 50	6 50	6 50	6 50	6 50	6 50	7 00	7 00	8 00	8 00	9 00	9 00	9 00	
6 50	6 50	6 50	6 50	6 50	6 50	7 00	7 00	8 00	8 00	9 00	9 00	9 00	
3 60	3 60	3 60	3 60	3 60	3 60	3 93	3 93	4 05	5 00	6 00	7 00	8 00	
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	8 00	8 00	8 00	
										8 00	8 00	8 00	
5 00	5 00	5 00	5 00	5 00	5 50	5 50	5 50	5 50	5 50	6 00	6 00	6 00	A few tons.

## PRICES OF BITUMINOUS COAL IN CANADA DURING THE MONTHS

LOCALITY.	PRICE OF COAL											
	1900.						1901.					
	June 1.	July 1.	August 1.	September 1.	October.		June 1.	July 1.	August 1.	September 1.	October.	
					1.	15.					1.	15.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Ontario—												
Goderich.....	3 75	3 50	3 50	3 65	4 00	4 00	3 60	3 60	3 60	3 60	4 00	4 00
" .....	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—
" .....	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00
Guelph.....	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—
" .....	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50
Guelph .....	4 00	4 00	4 00	4 00	4 00	4 25	4 00	4 00	4 00	4 00	4 00	4 50
" .....	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50
Hamilton.....	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
Hamilton.....	4 00—						4 00—					
" .....	6 00						6 50					
" .....												
" .....							3 00—					
" .....							6 00					
" .....	3 90	3 90	3 90	4 00	4 25	4 25	3 90	3 90	3 90	4 25	4 25	4 25
Kingston.....	*											
Kingston.....	4 25—	4 25—	4 25—	4 25—	4 25—	4 50—	4 25—	4 25—	4 25—	4 25—	4 25—	4 25—
" .....	5 00	5 00	5 00	5 00	5 00	5 50	5 00	5 00	5 00	5 00	5 50	5 50
London .....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
London.....	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—
" .....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
" .....	5 50	5 50	5 50	5 50	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
" .....							4 50—	4 50—	4 50—	4 50—	4 50—	4 50—
" .....							6 00	6 00	6 00	6 00	6 00	6 00
Napanee.....	3 60						3 60					
Orangeville.....	4 00	4 20	4 30	4 40	4 40	4 40	4 40	4 50	4 50	4 50	4 50	
Oshawa.....							5 00	5 00	5 00	5 00	5 00	5 00
Oakville.....	5 25						5 25					
" .....	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00
Ottawa.....	5 00	5 00	5 00	5 00	5 00	5 00	5 00—	5 00—	5 00—	5 00—	5 00—	5 00—
" .....							5 25	5 25	5 25	5 25	5 25	5 25
Ottawa .....												
" .....	5 50						5 50	5 50	5 50	5 50	5 50	5 50
" .....	5 25	5 25	5 25	5 25	5 25	5 25	5 50	5 50	5 50	5 50	5 50	5 50
" .....												
Owen Sound ..				4 40						4 50		
Peterboro'.....	3 50—	3 50—	3 50—	3 50—	3 50—	3 50—	4 00—	4 00—	4 00—	4 00—	4 00—	4 00—
" .....	4 00	4 00	4 00	4 00	4 00	4 00	4 50	4 50	4 50	4 50	4 50	4 50
" .....	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 75	4 75
Port Hope.....	5 00	4 50	4 50	4 50	4 50	4 50	5 00	4 50	4 50	4 50	4 50	4 50
Preston.....												5 00
Ridgetown.....	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
Sarnia.....	4 50	4 50	4 50	4 50	4 50		5 00	5 00	5 00	5 00	5 00	
Smith's Falls.....	5 40	5 40	5 40	5 40			5 60	5 60	5 60	5 60	5 60	
Stratford.....	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00
Stratford.....	5 00						5 00					5 00
" .....	4 50	4 50	4 50	4 50	4 50	4 50	5 00	5 00	5 00	5 00	5 00	5 00
St. Thomas.....	6 00						6 00					
Toronto.....	3 00—	3 00—	3 00—	3 00—	3 25—		3 50—	3 50—	3 50—	3 50—	3 75—	
" .....	5 00	5 00	5 00	5 00	5 25		5 50	5 50	5 50	5 50	5 75	
Toronto .....	3 00—	3 00—	3 00—	3 00—	3 00—	3 00—	3 00—	3 00—	3 00—	3 00—	3 00—	3 00—
" .....	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
" .....	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50
" .....	6 00	6 00	6 00	6 00	6 00	6 00	5 50	5 50	5 50	5 50	5 50	5 50

\* On track, car lots.

† Select lump.

‡ Smith's coal.

Domestic; steam lump \$4.50 to \$5.50.

JUNE TO OCTOBER, INCLUSIVE, 1900, 1901, 1902—Continued.

PER TON.													SUPPLY OF COAL ON HAND OCTOBER 15, 1902.
1902.													
June.		July.		August.		September.				October.			
1.	15.	1.	15.	1.	15.	1.	8.	15.	23.	1.	8.	15.	
\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	
3 55	3 55	3 55	3 55	3 55	3 55	3 65	3 65	4 00	4 00	6 50	.....	.....	None.
4 00	4 00	4 00	4 00	4 00	4 00	5 00	5 00	6 00	6 00	7 00	7 00	7 00	"
5 00	5 00	5 00	5 00	5 00	5 00	6 00	6 00	7 00	7 00	8 00	8 00	8 00	
4 00	.....	4 25	.....	.....	.....	.....	.....	7 50	.....	.....	.....	8 50	
4 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
4 20	4 20	4 40	4 40	4 50	4 50	5 00	5 00	6 00	6 00	6 50	7 00	.....	None.
4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	8 00	8 00	
5 50	5 50	5 50	6 00	6 00	7 00	7 00	7 00	8 00	8 00	10 00	10 00	10 00	
4 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
6 50	.....	.....	.....	.....	.....	.....	5 50	5 50	5 50	6 00	8 00	8 00	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 00	
3 00	3 00	3 00	3 00	3 00	3 00	4 00	4 00	4 00	4 00	4 00	.....	4 00	600 tons. 2,200 tons in 1901, 658 in 1900.
6 50	6 50	6 50	6 50	6 50	6 50	7 00	7 00	7 00	7 00	8 00	.....	10 00	
4 00	.....	4 25	.....	.....	.....	5 00	.....	5 50	.....	6 00	6 00	6 00	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 00	.....	.....	
4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	5 00	6 00	6 00	6 00	1,000 tons. Normal, 500.
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	6 00	7 00	7 00	8 00	
6 00	6 00	6 00	6 00	6 00	6 00	8 00	8 00	8 00	8 00	8 00	8 00	8 00	
4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	7 00	8 00	.....	
6 00	6 00	6 00	6 00	6 00	6 00	0 00	6 00	6 00	6 00	.....	.....	.....	
6 00	6 00	6 00	6 00	6 00	7 00	7 00	8 00	8 00	8 00	8 00	8 00	7 00	Fair.
4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	6 00	6 00	6 00	150 tons.
6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	8 00	8 00	8 00	
3 60	.....	4 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
4 50	.....	4 60	4 60	5 00	.....	8 75	8 75	8 75	8 75	8 75	8 75	8 75	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	7 00	7 00	7 00	
5 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	a	a	.....	None on hand.
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	
.....	.....	.....	.....	.....	.....	5 50	5 50	5 50	5 50	5 50	5 50	5 50	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	7 00	7 00	7 00	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	7 00	7 00	7 00	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	7 00	7 00	7 00	50 tons.
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	
4 50	4 50	4 50	4 50	4 50	5 00	5 00	5 00	5 00	6 00	7 00	8 00	9 00	
5 00	5 00	5 00	5 00	5 00	5 50	5 50	5 50	5 50	5 50	.....	.....	.....	
4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	4 75	5 00	8 00	9 00	
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	6 00	.....	10 00	
5 00	.....	5 00	.....	5 50	.....	6 00	.....	6 50	.....	7 00	.....	.....	
4 50	4 50	4 50	4 50	4 50	4 50	4 50	4 50	5 00	5 00	5 00	5 00	7 00	
6 50	6 50	6 50	6 50	6 50	9 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	
5 00	.....	5 50	.....	5 50	.....	6 00	.....	7 00	.....	7 00	.....	.....	
5 60	5 60	5 60	5 60	5 60	5 60	5 60	5 60	5 60	5 60	6 50	6 50	6 50	
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	8 00	8 00	8 00	
5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 00	5 50	5 50	6 00	7 00	8 00	
4 75	.....	.....	.....	.....	5 00	.....	.....	5 50	.....	6 00	.....	8 00	
6 00	.....	7 00	.....	.....	.....	8 00	.....	.....	.....	.....	.....	.....	
3 50	3 50	3 50	3 50	3 50	3 50	4 50	4 50	5 50	5 50	8 00	8 00	8 00	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	6 50	7 50	7 50	10 00	10 00	10 00	
3 00	3 00	3 00	3 00	3 00	3 00	3 00	3 00	3 00	3 00	8 00	8 00	8 00	
6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	.....	.....	.....	
5 50	5 50	5 50	5 50	5 50	5 50	5 50	5 50	6 00	6 50	10 00	10 00	10 00	60 tons.
6 00	6 00	6 00	6 00	6 00	6 00	6 50	7 00	7 00	7 00	7 50	8 00	.....	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 00	.....	.....	

## PRICES OF BITUMINOUS COAL IN CANADA DURING THE MONTHS

LOCALITY.	PRICE OF COAL											
	1900.						1901.					
	June 1.	July 1.	August 1.	September 1.	October.		June 1.	July 1.	August 1.	September 1.	October.	
					1.	15.					1.	15.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Ontario.— <i>Con.</i>												
Welland.....	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00	4 00
Windsor.....	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75	3 75
Manitoba—												
Brandon.....								*4 30			4 80	4 80
Winnipeg.....	*7 50						7 50					
Winnipeg.....	7 50						8 00					
".....	*.....	4 75	4 75	4 75	4 75	4 75		4 75	4 50	4 50	4 50	4 50
".....	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50	7 50
British Columbia—												
Nanaimo.....	4 00	4 00	4 00	4 00	.....	.....	4 00	4 00	4 00	4 00	...	.....
New Westminster.....	6 25	6 25	6 25	6 25	6 25	6 25	6 50	6 50	6 50	6 50	6 50	6 50
New Westminster.....	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
".....												
†Vancouver.....	\$5 50-	5 50-	5 50-	5 50-	5 50-	5 50-	6 00-	6 00-	6 00-	6 00-	6 00-	6 00-
	6 00	6 00	6 00	6 00	6 00	6 00	6 50	6 50	6 50	6 50	6 60	6 50
Victoria.....	6 00	6 00	6 00	6 00	6 00	6 00	6 50-	6 50-	6 50-	6 50-	6 50-	6 50-
							7 00	7 00	7 00	7 00	7 00	7 00
Victoria.....	5 50-	5 50-	5 50-	5 50-	5 50-	5 50-	6 50-	6 50-	6 50-	6 50-	6 50-	6 50-
	6 00	6 00	6 00	6 00	6 00	6 00	7 00	7 00	7 00	7 00	7 00	7 00
".....	¶ 6 00	6 00	5 00	6 00	6 00	6 00	6 50	6 50	6 50	6 50	6 50	6 50

†Prices quoted includes delivery of lump and double screened coal in sacks. ‡Vancouver rates for soft coal. \*Souris. §Lower priced Comox; higher Wellington; both double screened for domestic

## V.—COAL PRODUCTION AND SUPPLY IN CANADA.

Next to gold the most important mineral product mined in Canada, reckoning by value of output, is coal. In value relative to the trade and commerce of the country coal stands first. According to statistics published in the Canadian Mining Manual for 1902, a conservative estimate of the value of Canadian mineral production during 1901 would amount to \$70,000,000. Of this sum the 5,748,845 tons of coal which were mined in the Dominion during the year constitute an estimated value at the pit-head of not less than \$18,000,000. The distribution of this output was as follows:

	Tons.
From Nova Scotia.. . . .	3,834,360
" British Columbia .. . .	1,529,210
" Alberta and Assiniboia ..	370,275
" New Brunswick.....	10,000
" Yukon .. . . .	5,000

Additional importance is given to these figures when it is pointed out that they show a considerable increase in tonnage and values over any previous year in the history of coal mining in Canada, and that the increase in this respect is part of an almost continuous movement in the same direction extended over the last quarter of a century. The product of Canadian coke ovens during the same period also shows a considerable increase, the total output of last year being reckoned at 376,696 tons, of which Nova Scotia contributed 241,936 and British Columbia 134,760.

## Distribution of Canadian Coal Areas.

From the above quoted figures a general idea may be obtained as to the distribution

JUNE TO OCTOBER, INCLUSIVE, 1900, 1901, 1902.—Concluded.

PER TON.												
1902.												
June.		July.		August.		September.				October.		
1.	15.	1.	15.	1.	15.	1.	8.	15.	23.	1.	8.	15.
\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts	\$ cts
4 50	4 50	4 50	4 50	4 75	4 75	5 00	5 00	5 25	5 75	6 25	8 00	8 00
3 75	3 75	3 75	3 75	3 75	3 75	5 25	....	....	....	7 00	....	....
....	+6 30	....	....	....	6 50	....	....	....	7 80	....	....	7 80
8 50	8 50	8 50	8 50	8 50	8 50	9 00	9 00	9 00	9 00	9 00	9 00	9 00
8 00	....	8 00	....	8 00	....	8 00	....	8 00	....	8 00	....	8 00
....	4 50	....	4 50	4 40	4 40	4 40	4 40	4 40	4 40	4 40	4 75	4 75
7 50	7 50	7 50	7 50	8 00	8 00	8 00	8 00	8 00	8 00	9 00	9 00	9 00
4 00	4 00	4 00	4 00	....	....	....	....	....	....	....	....	4 00
6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50
6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00	6 00
6 00	6 00	6 00	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50	6 50

SUPPLY OF COAL  
ON HAND,  
OCTOBER 15, 1902.

1902: scrap, \$3.50; nut, \$4; Wellington lump, double screened, \$6.50; Comox lump, \$6. || American purposes. †Galt coal.

of the chief producing coal areas of Canada. The following facts concerning the coal areas of Canada and their geographical distribution have been collated in the main from the latest publications of the Geological Survey on the subject, and from the various tables presented in the Statistical Year-Book of Canada for 1901.

In all, the coal areas of Canada are estimated to cover 97,200 square miles, not including large tracts which are known to be underlaid with coal in northern Canada, but towards the development of which no steps have yet been taken, as well as minor areas at various points in western Canada, the importance of which is being more and more recognized with increased investigation. These great areas may be roughly divided into three fields, the Nova Scotia and New Brunswick fields, the fields oc-

curing in Manitoba and the North-west Territories, and the British Columbia areas.

(1.) The Nova Scotia Fields.

The Nova Scotia and New Brunswick coal fields cover about 625 square miles. They belong to the true carboniferous formations, and produce bituminous coal of excellent quality, of which the estimated supply available for mining is placed at the enormous total of seven billion tons. Five sub-divisions of this field are usually recognized: (1) The Sydney field in Cape Breton, wherein is situated the first coal mine ever opened in Canada, working having been done on it by the government as far back as 1785, and regular mining having been begun in 1827; (2) the Inverness coal fields on the west shore of Cape Bre-

ton Island, the chief collieries of which are situate at Port Hood, Mabou and Broad Cove; (3) the Richmond field; (4) the Pictou coal field, having an area of about 25 square miles, the seams being of great size, although the field is only 11 miles long by 3 miles at its maximum width; and (5) the Cumberland field, the most westerly of the coal districts of Nova Scotia, a part of it being adjacent to Chignecto Bay and composed of the Joggins and Springhill basins. In New Brunswick the only known field of economic value is that situated at the head of Grand Lake in Queen's County, where about 100 square miles are known to be underlaid with coal measures, but the profit of working which, except for the local market, is rendered problematical by the thinness of the seams. Mention might be made further, in connection with any notice of the fuel supply of New Brunswick, of the discoveries of petroleum which have been recently made, and which, it is expected, will add materially to the natural resources of the province.

In further explanation of the statistics quoted above from the *Mining Manual*, the following information contained in the report of the Department of Mines of Nova Scotia for the year ending September 30, 1901, is of interest in this connection. According to this authority there were 3,625,365 tons of coal raised and 120,000 tons of coke manufactured in Nova Scotia during the period covered. Coal royalties alone contributed \$367,925 out of a total of \$437,726 of total revenues received by the Mines Department. Of the total number of tons mined, Cumberland County contributed 478,226 tons, of which 410,440 were from Springhill collieries, and 66,065 were from the Joggins mines. Pictou contributed 490,168 tons, of which the Acadia Company furnished 271,145, and the Intercolonial Company 219,023. The Cape Breton sales were 2,260,955 as compared with 2,041,806 for the year ending September 30, 1900.

Side by side with these statistics may be placed the following colliery returns for 1901, as furnished by the *Mining Manual*:

Dominion Coal Co. . . . .	\$2,561,783
Cumberland Railway and Coal Co. . . . .	411,000
Acadia Coal Co. . . . .	270,253
Nova Scotia Steel and Coal Co. . . . .	237,184
Intercolonial Coal Co. . . . .	204,402
Canada Coals and Railway Co. . . . .	68,055
Gowrie and Blockhouse . . . . .	20,700
Port Hood Coal Co. . . . .	20,000
Cape Breton Coal Co. . . . .	13,534
Inverness and Richmond . . . . .	13,500
Sydney Coal Co. . . . .	8,949
Other, estimated. . . . .	5,000
	<hr/>
	\$3,834,360

The total represents an increase of fully 500,000 tons over the production of 1900, the result, very largely, of the operations of the Dominion Coal Company, which raised 2,561,783 tons, as compared with 1,999,737 tons in 1900. About 600,000 tons of this was exported to the United States, and about 860,000 to St. Lawrence ports, the balance of production going principally to the Sydney steel works.

In this place, also, the Department of Mines' report may be further quoted as to the market during the year ending September 30, 1901, of the 3,119,335 tons of Nova Scotia coal which was sold during that period. Of this, 998,814 tons went to consumers within the province, 349,994 to consumers in New Brunswick, 53,773 to consumers in Prince Edward Island, 105,620 to consumers in Newfoundland, 1,017,046 to consumers in Quebec, 590,086 to consumers in the United States, and 4,002 to consumers in other countries.

There were in the neighbourhood of 52,000 men employed in and about the coal mines of Nova Scotia, the majority of them enrolled in the Provincial Workmen's Association, though a number belonged to the order of the Knights of Labour. To the former organization the men pay 25 cents per month and receive, in case of sickness or accident incapacitating them from labour, a benefit of \$3 per week. Boys pay 20 cents per month and receive in sick or accident benefits \$2.40 per week. Company stores have

been rendered impossible in the mining regions by laws directed against the truck system.

## (2.) Manitoba and North-west Territories.

From New Brunswick westward, until the province of Manitoba is reached, no coal measures occur in Canada. In Quebec, the lower carboniferous form is represented only by small strips on the south-east coast of Gaspé, which constitute merely the northern rim of the coal basins of New Brunswick and Nova Scotia. No workable coal seams have yet been discovered in them, and in the opinion of geological authorities no coal is to be looked for elsewhere in the province. There are large peat deposits of excellent quality throughout the valley of the St. Lawrence, and it is to that and to its tracts of forests that Quebec is chiefly dependent within its own boundaries for its supply of fuel. In Ontario, similarly, no coal measures occur. The supply of petroleum, which may be referred to here in reference to its use as a fuel, is also yearly diminishing, the yield from the oil fields of the province of Ontario, according to the report of the Bureau of Mines for 1902, being only 21,433,500 imperial gallons as against 23,381,783 in 1901, and 23,615,967 in 1899. Of this total about 3,500,000 gallons were used in making gas and other fuel. Some 351 men, at wages of \$161,042, were employed in the industry during the year. The supply of natural gas produced in Ontario in 1901 was also less than in 1900, the figures being \$392,823 and \$342,183 respectively. There is, however, a noteworthy tendency towards the utilizing of the extensive peat tracts which are found both in the older portions of the province and in New Ontario for purposes of fuel, both in the pressed form and in the form of producer of gas, which, it is claimed, can be manufactured advantageously from the ordinary dried Canadian product.

In Manitoba and the Territories, on the other hand, coal areas of considerable extent are found, yielding lignites for the most part, but grading to much better

quality, in one instance to anthracite, according to locality. As above stated, recent investigations are in the way of proving the coal deposits in this portion of the Dominion more extensive and valuable than was originally supposed. Thus, until very recently the lignites of the Turtle Mountain region in southern Manitoba have been almost wholly overlooked, although their geographical proximity to the more settled portions of the country make them of great industrial importance, especially as the prevailing scarcity of wood throughout the Canadian West increases the dependence of consumers upon other classes of fuel. Of the coal areas now operated in Western Canada, the Souris River field, situated in Assiniboia, close to the United States boundary, yields good lignite, which finds a steady market in Winnipeg and throughout Manitoba, and in the Territories as far west as Regina. In Assiniboia, the Belly River fields also yield lignites of good quality, the Lethbridge collieries and the Canadian Anthracite Coal Company's collieries at Canmore and at Anthracite being well-known workings, the latter being especially important as the one place in Canada where anthracite coal suitable for house use, and grading to the necessary percentage of carbon, has been mined for consumption. The output from the collieries at Anthracite and Canmore during 1901, according to the *Canadian Mining Manual*, was 14,742 and 88,499 tons respectively, a total of 103,742 tons, compared with 98,000 produced in 1900. The Lethbridge collieries also show an increase in production and output over 1901, the total being 217,034 tons as compared with 181,801 tons in 1900. The selling price of these coals f.o.b. at Winnipeg was \$9 for anthracite and \$7.50 for bituminous coal. It is stated also on good authority that the output of the coal mines of the Territories during the present season indicate a corresponding or higher rate of progress.

## (3.) The British Columbia Fields.

In the coal areas of British Columbia the quality of the product ranges as in the Territories from lignite to anthracite.

The areas are usually grouped under two headings, those situated on the western slope of the Rocky Mountains and usually termed the Mountain Group, and those found on Vancouver Island, known as the Coast Mines. In more detail the following four headings may be adopted:—The Crow's Nest Pass field, the most easterly of the coal measures of the province and only brought into commercial importance of recent years by the construction of a branch line of the Canadian Pacific Railway which traverses the region and renders the product available at the smelting centres of the Kootenay district; the Nanaimo colliery on the Island of Vancouver in the south-eastern part; the Comox field, estimated at over 300 square miles in extent, and lying to the north-west of the Nanaimo deposits; the Queen Charlotte Island field, where both anthracite and bituminous are found, the former comparing favourably with that of Pennsylvania, but situated at a distance from the coast and otherwise so difficult of access as to be at present of little or no commercial importance.

As in the other coal regions of Canada, the output of coal in British Columbia showed increases during 1901. According to the report of the Minister of Mines for the year ending December 31, 1901, there were 1,460,331 tons of coal valued at 4,380,993 mined during the year, as compared with \$1,439,595 tons valued at \$4,318,785 during 1900. The production of coke during the same period rose from 85,149 tons valued at \$425,745 in 1900 to 127,081 tons valued at \$635,405 in 1901. Of these totals the coast collieries produced 1,261,744 tons of coal and 15,398 tons of coke, and the Crow's Nest collieries 198,581 tons of coal and 111,683 tons of coke. The sales of British Columbia coal for the year were

as follows:—For consumption in Canada, 413,705 tons; for consumption in the United States, 985,197; for consumption in other countries, 18,966, or a total of 1,327,868. There were 80,154 tons of British Columbia coke sold in Canada, and 47,379 tons sold in the United States. The increased use of oil, however, as fuel in California, which in spite of an import duty, forms the principal market for British Columbia coal, has been affecting more or less seriously the collieries of Vancouver Island during the past twelve months. It is estimated that about four barrels of oil are equal to one ton of British Columbia coal, which can be laid down in San Francisco at about \$6.50 per ton, whereas the oil costs only about 73 cents per barrel in the same locality. At the same time the oil cannot be sold for less than \$1.25 per barrel in British Columbia, while coal at the mine costs only \$3.50 to \$4 a ton.

There were in 1900, 3,701 men employed, according to the report of the Provincial Minister of Mines, in the Vancouver Island collieries of which 568 were Chinese and 51 Japanese.

In the Yukon also, as will be seen, coal deposits have been discovered and worked, considering the circumstances, to a considerable extent.

### Growth of Coal Mining Industry in Canada.

It was stated above that a significant feature of the coal mining industry in Canada was its continuous growth during the past 25 years. The accompanying table, reduced from the complete returns presented in the Statistical Year-Book for 1901, will give an opportunity of seeing at a glance the rate at which this progress has been maintained:—

Calendar Year.	Nova Scotia.	British Columbia.	Manitoba and the Territories.	New Brunswick.	Total production.
	* Tons.	* Tons.	* Tons.	* Tons.	* Tons.
1875.....	930,613	109,361	.....	.....	1,039,974
1880.....	1,777,669	305,045	.....	.....	1,482,714
1885.....	1,547,990	372,987	.....	.....	1,920,977
1890.....	2,181,033	767,586	128,953	7,110	3,084,682
1895.....	2,225,145	1,058,045	185,654	9,500	3,478,344
1899.....	3,148,822	1,431,101	334,600	10,528	4,925,051
1900.....	3,623,536	1,623,180	351,950	10,000	5,608,666
1901.....	3,834,360	1,529,210	375,275	10,000	5,748,845

\* Tons of 2,000 lbs. † Including Yukon.

## The Coal Trade of Canada.

From the above brief description of the geographical distribution of the coal areas of Canada, as well as from the statements included as to the markets found by the coal product of British Columbia and Nova Scotia, it will be seen that transportation charges entering so largely, the Dominion is of necessity at once an importer and an exporter on a considerable scale of the products of the coal mine. The practically total absence of anthracite in coal measures of Canada is another important element. Thus, in 1901, to quote again the *Canadian Mining Manual*, the whole Dominion imported 3,135,158 tons of bituminous coal, while exporting to the United States, Great Britain, Newfoundland, and other countries 1,573,661 tons of similar product of her own. At the same time, anthracite to the extent of 2,024,383 tons was imported, making the total consumption of coal in the Dominion 9,334,725 tons, of which over half was imported, though much more than half that quantity was produced in Canada. The trade returns for the twelve months ending with June last show that the Dominion imported 3,009,135 tons of bituminous coal from the United States, paying for the same \$5,626,695, and sold to the United States during the period 1,529,469 tons of the same material for which a price of \$4,318,681 was received, the New England states, as usual, in spite of the import duty of 67 cents, taking the bulk of what is mined in the eastern deposits of Canada, California importing largely from the deposits on Vancouver Island, and Ontario almost wholly and Quebec very largely depending on the United States producers for their supply of soft coal and anthracite.

The general progress of this important export trade in coal is well shown in the following tables reduced from the Statistical Year Book:—

IMPORTS of anthracite and bituminous coal for home consumption into Canada.

### COAL, ANTHRACITE.

Year ended June 30.	DUTABLE.		FREE.	
	Quantity	Value.	Quantity	Value.
	Tons.	\$	Tons.	\$
1870.....	*114,272	375,086	*279,780	1,010,159
1875.....	*244,265	.....	*652,435	3,076,088
1880.....	516,729	1,509,960	.....	.....
1885.....	910,321	3,909,844	.....	.....
1890.....	.....	.....	†1,201,335	4,595,727
1895.....	.....	.....	†1,404,342	5,350,627
1900.....	.....	.....	†1,654,401	6,602,91
1901.....	.....	.....	†1,933,283	7,923,95

\* Coal and coke of all kinds, dust included.

† Anthracite coal

### COAL, BITUMINOUS.

Year ended June 30.	DUTABLE.		FREE.	
	Quantity	Value.	Quantity	Value.
	Tons.	\$	Tons.	\$
1870.....	.....	.....	.....	.....
1875.....	.....	.....	.....	.....
1880.....	457,049	1,220,716	.....	.....
1885.....	1,011,875	3,197,539	.....	.....
1890.....	1,409,282	3,523,959	.....	.....
1895.....	1,444,928	3,321,387	.....	.....
1900.....	2,439,764	4,310,964	.....	.....
1901.....	2,516,392	4,956,025	.....	.....

EXPORTS of coal, produce of Canada, from the Dominion.

Year ended June 30.	EXPORT OF COAL.	
	Quantity.	Value.
	*Tons.	\$
1870.....	286,707	588,799
1875.....	288,176	937,923
1880.....	344,694	1,013,899
1885.....	479,706	.....
1890.....	715,364	2,447,936
1895.....	1,110,567	3,578,195
1900.....	1,641,031	4,599,602
1901.....	1,883,538	5,307,060

\* Tons of 2,000 lbs.

## The Anthracite Supply.

It will be of interest to notice briefly both the place held by anthracite in the industrial and social community, and seeing that practically the entire Canadian

supply is derived from the United States, its proportion relative to the total coal product of the republic. With regard to the former, it may be said that while the use of hard coal for domestic heating is perhaps the most important to which it is put, it is also employed largely in manufactures, certain of which can obtain no substitute equally satisfactory. Anthracite, for example, is an exceedingly useful commodity to brewers for the making of malt. Bakers and confectioners are also largely dependent upon it, and in places where soft coal is banned because of its pollution of the air the anthracite is very largely used in general industry. More recently the use of electricity generated by water power, as well as the increasing use of fuel oils and natural gas where obtainable have tended to lessen the demand for anthracite, but since the time when, early in the last century, it first found its way into manufacturing, it has played an important part in every city where considerations of transportation made its use a possibility.

The deposits of anthracite in the United States are not extensive. Pennsylvania, to which the virtual monopoly obtains, has about 382 square miles of territory underlain by anthracite, whereas there are 203,336 square miles of soft coal areas in the United States, and as above mentioned, nearly half that extent in Canada. The territory depending upon Pennsylvania accordingly for its anthracite is practically commensurate with that permitted by the cost of transportation. Within the radius thus permitted, every city and town is dependent upon Pennsylvania for its supply

of anthracite. In the annual report of the United States Geological Survey for 1901, now in the press, it is stated that the total production of anthracite coal in Pennsylvania during the year was 67,471,667 net tons of 2,000 pounds. The price of this at the mines was \$112,504,020, an average of \$1.67 per ton, the men employed in mining it numbering 145,309, working on an average 196 days. In the bituminous mines of the United States, during 1901, 340,235 men, working 225 days, produced 225,826,849 short tons, valued at \$236,406,449, or 2 94 tons per man per day and 664 tons per man per year. The average price of bituminous coal per short ton in 1901 was \$1.05. In the last twelve years the number of workers in the anthracite mines has increased from 126,000 in 1890 to 145,309 in 1901, or over 15 per cent. During the same period, the number of men in the bituminous mines has increased from 192,204 to 340,235, or a little over 77 per cent.

With regard to the market of Pennsylvania anthracite, the cities of New York, Philadelphia and New Jersey absorb fully 65 per cent. Of this two-thirds is consumed in New York city and vicinity alone; 15 per cent, or over 8 million tons goes to the New England States, and 12 per cent, or about 6,500,000, goes to the Western States. The Southern States consume about 4 per cent, or 2,142,000 tons. The Canadian market, as above indicated, accounts for 2,000,000 tons. According to the report of the Geological Survey, the world's production of coal last year amounted to 866,000,000 short tons, the United States, Great Britain and Germany contributing 81 per cent.

## VI.—REVIEW OF THE PENNSYLVANIA ANTHRACITE COAL STRIKE.

The recent publication, in the November Bulletin of the Washington Department of Labour, of the report on the strike situation in Pennsylvania, prepared for the President of the United States by Mr. Carroll D. Wright, the Commissioner of Labour, places a valuable collection of material at the disposal of the public. The

facts contained were gained as the result of personal inquiries made both in New York and in the regions immediately affected by the disturbance, of presidents of coal operating railways, independent operators, independent capitalists, officers of the Miners' Union, business men, of miners, and others, and although the strike has

been one in which the number of varying conditions, conflicting views and irritating complaints were large, a gratifying feature of the investigation is stated by the Commissioner to have been the absence of any attempt on the part of those chiefly interested to misrepresent the facts as the individuals testifying understood them. The report may be accepted as the best official statement of the situation, and from its pages the following particulars for the most part are accordingly taken:—

### Origin of the Strike.

The causes which led up to this great industrial upheaval may be said to date back as far as the year 1875, when the importation of a lower class of workmen from Austria-Hungary and south-western Russia first led to a reduction in the standard of living hitherto possible for the higher priced American and British immigrant miner in the anthracite coal regions of Pennsylvania. In spite of various devices to meet this competition the Slav began gradually to displace and at the same time to reduce the wages of the English-speaking workman. The result was a strike of the latter class in 1887-8, which ended in failure and a return to work at a still further reduction of wages. These conditions continued without material modification until within a short time of the close of the century, when a new element was introduced into the situation by the organization of the Slav labourers as members of the Union of United Mine Workers' of America. This was an organization of bituminous coal miners which, about the year 1899, sent representatives into the anthracite coal fields and began the organization of the miners of that commodity. In 1900 a strike was inaugurated among the latter class of coal miners, in which a number of grievances, many of them the subject of long-standing complaint, were made the matter of dispute. The result was an advance in the scale of wages and the amelioration of a number of other conditions which had been the cause for many years of friction between the operators and

the miners. It was in the sensitiveness, however, which remained in spite of these concessions and the intense irritation which followed the terms of settlement of this strike of 1900 that the present disturbance found its immediate root.

With a view of finding alleviation for some of the more annoying features of the situation as thus created, Mr. John Mitchell, President of the United Mine Workers of America, approached the owners of the various anthracite mines in Pennsylvania on February 15, 1901, with a proposition for the holding of a joint conference of miners and operators during the following month of March, for the purpose of determining a new scale of wages for a period to be mutually agreed upon. To this proposal, however, the presidents of the several coal companies would not, for various reasons, agree, holding that the question of wages had been adjusted at the close of the strike in the previous October. The attempt to secure a conference, accordingly only intensified the difficulty of the situation. Constant appeals were made by the miners to the officers of the union for the organizing of a strike, and it is stated as a feature in contra-distinction to the conditions prevailing in most strikes, that the officers of the union, with one or two exceptions, persistently opposed the suggestion. It was hoped that the unfair conditions under which the miners held they were working, might be lessened by constant appeals, and that what they deemed the strong prejudices of the coal operators might be softened by meeting them frequently and by a frequent presentation of their claims for better terms of employment. This policy, however, which was continued for over a year, came to an end in May of the present season, when the demand of the men that a strike be organized could no longer be refused by their leaders. In spite of the strenuous interference of various outside agencies acting in the interest of industrial peace, prominent among which was the Civic Federation, a strike was inaugurated at a con-

vention which met at Hazelton on May 15, although it had virtually begun some three days previously, by the withdrawal of the union men engaged in the actual labour of mining underground.

### **Demands of the Mine Workers.**

As presented to the United States Commissioner in writing by Mr. John Mitchell, president of the United Mine Workers of America, the specific demands of the coal miners in the dispute were as follows:—

1. That there shall be an increase of 20 per cent to the miners who are paid by the ton—that is, for men performing contract work. These men involve about 40 per cent of all the miners.

2. A reduction of 20 per cent in the time of per diem employees. The mines are operated about 200 days per year, ten hours per day. This demand, if granted, would result in reducing the day to eight hours (20 per cent), so that the mines would be operated 240 days at about the same pay; hence an equivalent of 20 per cent increase in the earnings, no increase in the rates of per diem employees being demanded.

3. That 2,240 pounds shall constitute the ton on which payment is based for all coal mined where the miners are paid by weight. This would apply in any district where weighing coal would be practicable, and to those miners who are paid by the quantity and not to those paid by the day.

Subsequently, on the rejection of the above petition, the miners offered to accept one-half: that is to say, 10 per cent increase in pay per ton, where mining is paid in that manner, and 10 per cent decrease in the working day. They also offered to leave the whole matter to arbitration and investigation, and to accept the result. To this modified request, however, as well as to the original demand, the operators gave an unqualified refusal, and the issue was accordingly left to be determined according to the relative powers of endurance of the contesting parties.

### **Other Issues Involved.**

Although the number of issues involved in the dispute was very large, and though the variety of points of view from which the situation might be approached was almost unprecedented, one or two additional elements of disturbance in the situation may be referred to briefly here. On the part of the operators the fundamental idea at stake seemed to be the securing and

preservation of discipline, a contention in which the officers of the union themselves admitted there was a great deal of truth, though claiming at the same time that the union, if it had not been persistently antagonized by the operators, would be in a better position to treat cases of insubordination than the operators themselves. To this, the reply of the operators was that they had no confidence in the ability of the miners' union to control its members, and that while they had no antagonism to labour unions as such, they felt, when asked to make contracts with the unions that the latter should put themselves in a position to be pecuniarily responsible for the carrying out of such contracts.

### **Aspects of the Miners' Claims.**

The weighing grievance, which stands third on the list as above quoted, represents a difficulty of longstanding date. The complaint of the men in this connection was twofold: that they were systematically defrauded by the action of the bosses—the men who determine how much deduction shall be made for impurities—and that in cases where they were paid by the wagon or carload, a gradual increase, by various methods, in the size of the wagon or car, without a corresponding increase in the amount of remuneration received, had constituted an equal injustice. The contention of the operators, however, in reply to the latter aspect of the situation was that the size of the different cars is determined by the conditions of the particular anthracite field, and that even conceding the miners' demands that all coal should be weighed, the present car prices would necessarily have to be used as a basis to figure back from, and consequently no change in the scale of remuneration could result. The whole question, it was claimed, was an exceedingly difficult one to explain. The comment of the Commissioner of Labour, however, is that the powder question, which was apparently quite as impossible of solution, was effectually settled in 1900, and that there ought to be genius enough at the present moment to settle the companion difficulty as to weighing.

With regard to the matter of an increase of wages, the miners backed their demand by the statement, which has not been controverted, that after the increase granted in 1900, the prices of commodities in the mining regions were enhanced accordingly, and that they find it exceedingly difficult under present conditions to live properly on the wages they are receiving. The reduction of time, which was put forward by the miners on the ordinary argument for the reduction of the length of the working day, was also backed by the statement that if the men were employed 8 hours a day on the basis of payment of the present 10-hour day, they would have 240 days' employment during the year instead of 200, as at present, with a consequent increase in wages as well as the improvement in their general condition which would flow from more constant employment. To this the operators replied that they are able to market only about 60 per cent of the capacity of the mines, and that their fixed charges have to be maintained throughout the whole year without reference to the amount of coal that can be marketed; that an increase of 20 per cent in wages would amount to about 46 cents a ton increase, to which 14 cents further increase would have to be added to offset the reduction in output. The profits of coal mining, however, according to the miners, are sufficient to warrant the increase in wages which they demand, and they back their demand with the statement that the output of anthracite coal has increased largely under unionist conditions and since the settlement of 1900. With regard to the latter claim, it may be stated that while the output per man has not increased, according to the official figures, the miners, considering the average tonnage per man per year of the total number of men employed under ground, have reason for their contention. In 1897 this was 490 tons; in 1900, 556, and in 1901, 612.

The question of the relation of the mine owners and the coal-carrying railways was also involved in the discussion. Of all the issues involved, however, perhaps the one of chief disturbing power is to be found in

the fact, as stated by the Commissioner, 'that there is no confidence existing between the employees and their employers, and that suspicion lurks in the minds of every one and distrust in every action on either side. . . . 'The whole problem,' he continues, 'is an extremely complex one, and involves many practices that have been built up through long years. The mine owners too often have regarded the average miner as unreasonable, and likely to be unruly when occasion offered. The miner has come to regard the average owner as greedy and ready to do anything which will take advantage of him. Long-continued conditions on this basis of suspicion make the question one of great difficulty.'

### The Commissioner's Suggestions.

The formal report of the United States Commissioner was not formulated until the strike had been in continuance for some months. The suggestions which he had to offer, as based upon his analysis of the situation, are of interest in view of the official adjustment of the disturbance, which has been commenced since their publication. As published in the Bulletin of the Washington Department of Labour, these suggestions are as follows:—

1. That the anthracite employees should organize an anthracite coal miners' union, in its autonomy to be independent of the United Mine Workers of America. The new union might, of course, be affiliated with the United Mine Workers and the American Federation of Labour, but in the conduct of all the affairs relating to the anthracite coal regions the new union should preserve its own autonomy and be financially responsible for its agreements.

2. That, considering all the facts relative to production, cost of coal at the mines, profits, freight traffic, etc., it would be reasonable and just for the operators to concede at once a nine-hour day, but that this should be done for the period of six months as an experiment, in order to test the influence on production, with the guaranty that if production is not materially reduced thereby the agreement shall be made for a more permanent reduction of time.

3. That under a new organization consisting of anthracite employees there shall be organized a joint committee on conciliation, composed of representatives of the operators and of the new union, to which all grievances as they arise shall be referred for investigation, and that when two-thirds of the committee reach a decision, that decision shall be final and binding upon both parties.

4. That the first duty of such joint board of conciliation shall be to enter upon a thorough

examination and investigation of all conditions relative to mining anthracite coal, to question of weighing, to discipline, to wage scales, and to all matters that now form the burden of the complaints and grievances of both operators and miners, such investigation or examination to be made through the employment of experts to be selected by the joint committee, the results of such investigation not to be considered in the nature of an award of a board of arbitration, but as verified information on which future contracts can be made.

5. That whenever practicable and where mining is paid for by the ton, and until the joint committee referred to shall have made its report, coal shall be paid for by the ton and be weighed by two inspectors, one representing the operators and one representing the men, each side to pay its own inspector.

6. That there shall be no interference with non-union men.

7. That whenever practicable collective bargains shall be made relative to wages, time and other conditions, under rules to be established by the joint committee referred to.

8. The proposition has been made that with the experience of the past the operators, in agreement with the miners, might establish a uniform or fixed percentage of deduction from all coal mined as representing, on the average, the impurities, the result of which would be that every miner would know that a certain fixed percentage is to be deducted from the coal mined without reference to its purity; that such a rule, while it would be unfair and absurd in some cases, would be generous in others, and thus an understanding reached which would avoid all the irritations which now accompany the subject of weighing and the deduction for impurities. The question is full of difficulties, and it may not be possible to crystallize the proposition into a fixed rule; but it may be worth consideration by a joint committee such as has been suggested.

### Progress of the Strike.

The strike once inaugurated was continued without notable incident until the opening days of June, when the ordering cut of engineers, firemen and pump runners in the employment of the mine owners brought the number of original strikers to the neighbourhood of 147,000 men. The proposition, suggested from time to time, that the bituminous coal miners of the union should also inaugurate a general strike in sympathy with the miners of anthracite involved throughout a question of very great interest and moment. The satisfactory relations prevailing between the bituminous workers and their employers, however, prevailed to prevent the adoption of this policy, and the sympathy of this branch of the union was limited from first to last to the appropriation of relief funds, assessments, &c., in aid of the anthracite workers. Stories of violence from the re-

gions of the strike became more and more common as the length of the disturbance increased. There were frequent reports of attacks of ambushed men, dynamitings, arson and murders, and in some cases troops were despatched to the scene of alleged conflict for the preservation of law and order. Public interest deepened as time went on and the full meaning of the situation became more and more manifest in the rising prices of anthracite and the almost universal inability of the fuel dealers to execute orders until in the closing weeks of the strike it reached an intensity seldom experienced except by the immediate participants in an industrial dispute. Repeated attempts to bring the strikers and the operators into conference were made and failed. With the opening of September the acuteness of the situation was increasingly felt, as actual suffering began to be experienced among the congested populations of the larger American and Canadian industrial centres. Daily reports continued to be received of conflicts between the members of the union and scattered non-union workers who continued in their employment in the various mines under the protection of the police engaged by the operators. There was, however, much indefiniteness of statement as to the actual extent of the outrages reported, and the proper apportionment of the blame therefor.

### The Negotiations for a Settlement.

Passing by without particular mention, the various more or less fruitless attempts made to settle the strike by different commercial and financial organizations, governors of States, United States senators, and men prominent in business and financial circles, brief reference may be made to the series of interventions inaugurated by the President of the United States in the opening days of October, which after various discouragements and initial failure, resulted finally on October 15 in bringing about the termination of this protracted and bitterly contested dispute. On October 2, when after a meeting of certain members of the Cabinet, it was de-

cided that no direct way was open under the constitution of the United States, for other than a friendly intervention of the federal authority, a message was sent summoning the operators of the coal companies and Mr. John Mitchell, President of the United Mine Workers, to an interview with the President in Washington. A meeting was accordingly held on October 3, but, like the previous attempts its results did not materially affect the situation. The employers emphatically refused the proposition of arbitration as offered by the union, and denounced the miners' labour organization as a lawless and anarchistic body. It was, moreover, asserted by the companies that only terrorism prevented the usual operation of the mines, and it was urged that federal troops should be sent to protect their non-union workers against the threats and attacks of members of the Miners' Union. The operators offered, however, if the men returned to work, to submit grievances at individual collieries to the decision of the judges of the district courts of Common Pleas in the state of Pennsylvania.

It was in response to the representation of the mine operators that on October 6 that the entire division of the National Guard of Pennsylvania was called out for duty in the disturbed regions, but it was soon seen that their presence did not appreciably affect the situation. On the day of calling out the National Guard a second attempt to terminate the strike was made by the President, who offered, in the event of the immediate return to work of the miners, to appoint a commission to investigate thoroughly into the situation and to do all within his power to obtain a settlement on the questions involved in accordance with its report. The mine workers, however, refused to entertain this proposition, and in a series of meetings of local unions, voted on October 8 to continue the strike until their demands were granted. Some four days later the operators expressed their willingness to accept the award of a commission appointed by the President,

provided the latter in the choice of commissioners named a board in accordance with certain specific instructions set forth by themselves. This limitation of choice was strongly resented by the mine workers who urged that the President should have a free hand in naming the personnel of the commission. The mine operators finally agreed to a commission of the President's own choice, and on October 15 the Executive Board of the Mine Workers' Union expressed its approval of this course. A delegate conference of the union was called for October 20, and at this conference the action of the executive was discussed and ratified. It was decided after two days' deliberations, by unanimous vote on October 21, to accept the offer as formulated by the President of the United States, and that the men should return to work on Thursday the 23rd.

### The Resumption of Work.

The return to work was not accomplished without instances at various collieries of friction between the employers and the miners. Many of the latter, especially among the pump runners and the other classes who were last to come out on strike, were unsuccessful in obtaining reinstatement in their old employment. The proportion of these, however, was small compared to the whole, and on the 22nd of the month thousands of men were at work repairing the mines and placing the collieries in condition for the resumption of mining on the 23rd. On the 23rd the direct handling and cutting of coal was recommenced on as extensive a scale as circumstances permitted, and by the 25th the total daily output of the mines had increased to over 125,000 tons. A general suspension of mining, however, was ordered for October 29, when a demonstration of the miners was held to celebrate the anniversary of the successful termination of the strike of 1900. Wilkesbarre was made the centre of the celebration, although the holiday was observed generally throughout the mining region. On October 30 a number of men in several collieries were still out

of employment, because not allowed to return in a body, the employers in these cases demanding personal application for their former positions on the part of each miner. This phase of the situation, however, was regarded as transient, as something of the nature was not unexpected in view of the protracted character of the disturbance.

The initial meeting of the commission was summoned by the President for Friday morning, October 24. On October 25 the appointment of Mr. Carroll D. Wright,

United States Commissioner of Labour, as a member of the commission was announced. Mr. Wright's appointment was made in response to a general desire on the part of the other members of the commission, he having been first named as recorder of the commission only. It was announced that the times and places for giving hearings by the commission would be arranged early in November, and the report of the commission presented with all possible despatch.

### EMPLOYERS' ASSOCIATION OF TORONTO.

ON October 14, a meeting of leading manufacturers and employers of labour in the city of Toronto was held, and an organization effected, which constitutes a very important event in the labour chronology of the Dominion for the present season. For some time past the movement which culminated in this final result has been on foot with the object, more or less definitely stated, of establishing some means whereby united action might be rendered possible on the part of employers of labour, in some such way as is now effected for labour by the existence of trade unions. The idea is not by any means a new one, and in framing their organization the employers of Toronto had as models a number of experiments of a similar nature which have been carried out on various scales of importance and in various industries and trade centres elsewhere.

In arranging the initial plans for the formation of the organization, 200 invitations were sent out to employers of labour in all branches of industry represented in the city, including laundries and livery stables, as well as the street railway company, and the largest employers of labour in the locality. The meeting was well attended, and the organization was effected pretty much along lines that suggested themselves from the example of the American associations. Briefly stated the main object of the new association is the placing of busi-

ness upon a more stable and permanent basis by preventing strikes and providing means of arbitration upon an equitable footing in all matters of dispute between capital and labour in the locality coming within its jurisdiction.

#### Election of Officers.

At the meeting at which the organization was first called into existence the constitution and by-laws which are to govern its working were formally determined upon and a general discussion held as to the position which it is likely to hold in the future industrial life of the city. There was, in addition, a lengthy discussion on the practice of Canadian manufacturers of inserting a 'subject to strike' clause in agreements to supply goods, it being held by some that the clause did not protect the manufacturer, that it prevented many orders being given, and that it had been abandoned by German manufacturers and was being gradually dropped by those of the United States. The following officers were elected:—President, Mr. Jas. P. Murray, Toronto Carpet Co.; first vice-president, W. H. Carriek, Gurney Foundry Co.; second vice-president, A. F. Rutter, Warwick Bros. & Rutter; treasurer, Frank Polson, Polson Iron Works; secretary, H. G. Hunt, with a provisional executive committee to consist of a representative from each branch of industry in Toronto.

### President's Address.

The address of the president at the inaugural meeting of the association rendered still more clear the objects for which the organization had been effected. A better understanding, he contended, between capital and labour as to their relative points of view was a necessity. The problem of trade unionism concerned the employers, and demanded their serious consideration. The recent good times, it was stated, had temporarily minimized the importance of the problem, but the growth of industry and of transportation facilities had so increased competition that stable prices, unreliable deliveries and imperfect goods were now fatal to trade. The strike was the most productive agent of these conditions, and its effect was the more fatal because usually limited to one firm, whereas other disturbing elements, such as fluctuations of prices of raw material, &c., affected all alike. Customers excused railway wrecks, but not labour disputes, and the filling of orders with goods made by imperfect hands worked loss and injury. The artisan, according to the president, had no right to interfere with the prices another artisan might demand for his labour. Labour organizations, he urged, by fixing a uniform price under which unionists must work, brought it about that the quality and quantity of work plays no part in relation to what is paid for it. The association of employers would necessitate individual difficulties with unionism to be met by the whole body, and it was thought that a well organized employers' association would materially assist in averting many labour difficulties. The organization, so the president stated, did not mean aggression; 'that it has a place in the community,' he said, 'will, of itself, have a beneficial effect, and ill-feeling between employer and employee, disturbance to business and the citizens, loss of money to the wage-earner, and injury to commerce and to the country will be exchanged for esteem and respect between capital and labour, unanimity of purpose between employer and employee, happy homes, and a prosperous people, and

the country advanced among the nations.' The address ended with the quotation of the three leading principles under which the National Metal Trades Association was organized, namely: 1. The right of employers to designate the men they consider competent to perform the work, and to determine the conditions under which the work shall be prosecuted; 2. The refusal to arbitrate any question with men on strike, or the continuance of a lock-out unless arbitration has failed; and 3. The principle of non-discrimination against any man because of his union membership.

### Constitution of the Association.

Under the constitution which was adopted the objects of the association are said to be the self-protection of members, both in the management of their business and against legislative, municipal and political encroachments, the selections of employees, the adjustment of labour disputes, and the encouragement of non-union workers. Membership is limited to persons, firms or corporations employing more than five employees, each of such establishments being entitled to one representative in the association. The annual meetings of the association are to be held in April, when officers are to be elected, regular meetings being held on the first Thursday of each month, and special meetings at the discretion of the president. Members pledge themselves to protect fully the members against unjust demands on the part of labour organizations, and to endeavour to settle all disputes amicably. The full text of the constitution as finally amended and adopted is as follows:—

#### ARTICLE I.

This Association shall be known as 'The Employers' Association of Toronto, Canada.'

#### ARTICLE II.

Section 11. The objects of this Association are: First.—To protect its members in their rights to manage their respective businesses, in such lawful manner as they may deem proper.

Second.—The adoption of a uniform legitimate system whereby members may ascertain who is, and who is not, worthy of their employment.

Third.—The investigation and adjustment, by the proper officers or committees of the Association of any question arising between members

and the employees when such question shall be submitted to the Association for adjustment.

Fourth.—To endeavour to make it possible for any person to obtain employment without being obliged to join a labour organization, and to encourage all such persons in their efforts to resist the compulsory methods of organized labour.

Fifth.—To protect its members in such manner as may be deemed expedient against legislative, municipal and other political encroachments.

#### ARTICLE III.

Section 1. The members of this Association may be persons, firms and corporations employing labour, and engaging more than five employees; and provided that no applicant for membership shall be admitted except as provided in the by-laws.

Section 2.—Each person, firm or corporation holding membership in the Association shall designate one person to represent him or it in the Association, and the person so designated may be represented by proxy, provided such proxy is presented by a partner in a firm or an officer in any corporation or organization which may be a member of the Association.

Section 3. Each member shall be entitled to one vote as provided for in the by-laws.

Section 4. Honorary members may be admitted when the by-laws so provide.

#### ARTICLE IV.

Section 1. The officers of this Association shall consist of a president, first vice-president, second vice-president and treasurer, who shall be elected by ballot at the annual meetings, and who shall hold office for a term of twelve months, and until their successors are elected and qualified.

#### ARTICLE V.

Section 1. The annual meetings shall, be held in the month of April on the first Thursday thereof, at such time and place as may be selected by the proper officers of the Association. Regular meetings shall be held on the first Thursday of each month at 7.45 p.m., except in case of legal holidays, when the first Friday shall be substituted. Special meetings may be called by the president, or in his absence by either the vice-president, or on request of the executive committee; such call to specify the purpose or purposes for which such special meeting is called, the time and place to be designated in said call.

Section 2. Twelve members of the Association shall constitute a quorum for the transaction of business.

#### ARTICLE VI.

Section 1. An executive committee of one member from each trade section shall be appointed, together with such other committee as may be provided for in the by-laws, or as a majority of members present at any meeting of the Association may direct.

Section 2. The president and first and second vice-president shall be members ex-officio of all committees.

Section 3. Each sub-committee shall select its own chairman, and a majority shall constitute a quorum when not otherwise provided in the by-laws, five to form a quorum in the executive committee.

Section 4. In case of the inability of any adjustment committee to agree, or in case such committee may fail in its efforts to adjust any

difference, then such difference shall be referred to the executive committee to be acted upon as may be deemed best.

Section 5. Not more than one member of any firm shall hold office or act as a member of any committee.

#### ARTICLE VII.

Section 1. All members of this Association shall make, execute and acknowledge in writing an agreement or obligation in words and manner following, to-wit:

We, the undersigned, do hereby covenant and agree to and with each other, and every person composing the membership of the Employers' Association of Toronto, as follows:—

'First.—In consideration of fair dealing being a cardinal principle of this Association, we pledge ourselves to protect any of our fellow-members who may require our support against any unjust demands of labour organizations, and to endeavour to settle all disputes amicably.

'Second.—We bind ourselves to obey the constitution and by-laws and all proper rules made in uniformity with the same; provided they do not conflict with the constitution of the Dominion of Canada.'

#### ARTICLE VIII.

Section 1. The constitution may be amended by the vote of two-thirds of those who vote after thirty days' notice, either by ballot or letter ballot, provided the proposed amendment shall have first been approved by the executive committee in writing and a copy of such approval shall have been mailed to each member at least thirty days before the meeting at which the proposed amendment is to be considered or letter balloting is to begin.

#### By-laws of the Association.

In the by-laws of the Association, monthly dues are fixed according to the number of employees to each member, and remittance of the same must be accompanied by an accurate list of workpeople employed. Firms engaged in a strike or lock-out may be admitted to probationary membership, and the strike committee may, after investigation, make such firm a full member. With regard to conditions under which the Association renders assistance to its members it is provided:

That whenever a member is involved in a labour dispute the strike committee of the association shall, on request of such member, investigate the matter, report to a special meeting of the association called for the purpose, and this meeting may vote extra pay from the funds to such workmen as remain faithful to the employer for his financial loss by a grant of not more than \$1 per day for each employee on strike or locked out whose place such employer is

unable to fill. Should a member take action which precipitates a strike or lockout he shall not be entitled to any assistance, he must repay any money spent by the association on his behalf. The association may, on request, prosecute leaders of mobs, those who threaten injury to members or their property, and those who organize a boycott on the goods of any member.

When any demand is made on a member by a labour or other organization, and the member refers the demand to the association, such member shall not settle with the labour organization without the consent of the strike committee. The strike committee must, however, endeavour to settle the difficulty with the labour men.

Cards of recommendation will be given all employees who are honourably discharged by any firm. The association is empowered to pay for police or other protection necessary to guard the person or property of its members.

### **ROYAL COMMISSION OF INQUIRY INTO THE CONDITIONS OF THE TOBACCO TRADE IN CANADA.**

The commissioner appointed by the government in May last to inquire into conditions alleged to be existing in the tobacco trade of Canada, continued the active process of inquiry begun in September during the past month. As was pointed out in the *Labour Gazette* for October,\* the investigation was undertaken at the instance of a number of leading Canadian tobacco manufacturers, who complained that the action of the American tobacco trust company, in refusing to sell certain of its staple lines to Canadian retail dealers unless the dealers in question purchased their native tobaccos from the trust's Canadian factory constituted a serious menace to the future of that industry. In view of the extent of the interests involved, and the exceedingly promising outlook for the future of this industry in Canada, the taking of the evidence by the

Commission has been followed with very general interest.

### **Sittings of the Commission.**

During September, as was reported, the Commission met at Windsor, London, Hamilton and Toronto, and completed the taking of evidence for the province of Ontario. The provinces of Quebec and New Brunswick were covered during October. After a preliminary session in Montreal on October 4, two sittings were held in Quebec city on October 14 and 15, one in Joliette on the 20th of the month, and two in St. John, N.B., on October 21 and 22. The taking of evidence is expected to be completed at Montreal on or about November 11.

### **Nature of the Evidence.**

The October sittings of the Commission have not resulted in shedding much additional light on the subject of inquiry, or of eliciting any new facts materially affecting the situation. At the Quebec meeting the bulk of the evidence related to the business methods employed by the American Tobacco Company in securing the market for their product in that locality. At Joliette, 17 witnesses were examined, the mayor of the municipality testifying that at one time there had been a prosperous tobacco factory in the town, which furnished employment for 125 to 150 people, but which had been forced by the business methods of the American company to sell out to the company and had remained closed ever since to the considerable injury of the town. The witnesses generally expressed themselves in condemnation of the methods of the company, which they thought might ultimately affect the position of the growers as well as the independent manufacturers. At St. John the chief evidence had reference to the cigarette trade, still further evidence being taken as to the business methods of the American company. Various interesting facts were adduced as to the place held by native tobaccos in the manufacture of cigars, cigarettes, &c., and the market for the Canadian manufactured article.

\* See *Labour Gazette*, Vol. III., No. 4, p. 246.

The taking of evidence is expected to be completed at Montreal on or about November 11, and this will conclude the sittings of the Commission.

# UNIONS FORMED DURING THE MONTH OF OCTOBER, 1902.

The Department of Labour has received notice of the following organizations as having been formed during the month of October:—

## *Nova Scotia:*

Sydney—Iron and Steel Workers.

## *Ontario:*

Guelph—Machinists.

Hamilton—Master bakers.

“ Wood, Wire and Metal Lathers.

Niagara Falls—Painters.

“ Plumbers and Steam-fitters.

“ Suspender and Neckwear Workers.

Ottawa—Bookbinders.

St. Catharines—Bakers.

“ Retail Clerks.

Toronto—Brewery Workers.

“ Bookbinders (Female).

Windsor—Printers.

“ Barbers.

## *British Columbia:*

Vancouver—Boilermakers, Helpers.

“ Civic Employees.

Victoria—Musicians.

# ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, OCTOBER, 1902.

During the month of October the following orders were given by the Post Office Department for the supplies below mentioned; all of these orders were given subject to the regulations for the suppression of the sweating system and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
	\$ cts.
Making and repairing metal dating and other hand stamps, also type and brass crown seals. ....	183 20
Making and repairing rubber dating and other hand stamps and type. ....	21 60
Supplying stamping material, inclusive of making and repairing pads; also wooden boxes and stamping ink. ....	389 42
Repairing post office scales. ....	10 00
Supplying mail bags. ....	172 55
Repairing mail bags. ....	752 29
Repairing mail locks, and supplying mail bag fittings. ....	38 50
Supplying and repairing steel letter boxes and mail clerks tin travelling boxes. ....	189 83
Miscellaneous orders for making and repairing postal stores. ....	24 07
Making-up and supplying articles of official uniform. ....	440 00

# TRADE DISPUTES OF THE MONTH OF OCTOBER.

THE number of trade disputes reported to the department as having commenced during the month of October was small, there being but four, namely, the strikes of machinists at Sydney, C.B., moulders at Quebec, Que., longshoremen at Montreal, Que., and leather workers at Hamilton, Ont. Of these the most important were the strikes of machinists at Sydney and longshoremen at Montreal, which, however, were settled within a few days after their inception.

## Strikes Commenced in October.

The first mentioned strike commenced on the 21st of the month, and was settled

a couple of days afterwards. It appears that the men had been allowed 12 hours' pay for 11 hours' work, or in other words, were allowed pay for their lunch hour, but this hour being docked from their pay, a strike was declared. It is said also that they had an additional grievance in the discharge of their foreman. It was finally agreed by a committee of the men, in consultation with the general manager of the company concerned, that the men should receive 12 hours' pay, provided they started lunch at 11.20 instead of 11 o'clock, and resumed work at 12 o'clock, thus working 20 minutes longer than before, but receiving the pay they asked for.

The strike of longshoremen at Montreal, which temporarily tied up shipping operations at that port, ended the day after its commencement, the men securing their demands. It is stated that trouble had been brewing for some time, the men claiming that they were underpaid. They demanded an increase in their then present rate of wages of 20 cents an hour to 30 cents an hour for day work, and 35 cents for night work. Some of the steamship companies had already made the advances asked, and after the men had been out a day, the others made like concessions.

Two strikes reported for the month remained unsettled at its close—those of the moulders at Quebec, and leather workers at Hamilton, Ont. The former arose by reason of a demand on the part of the moulders in a local foundry for an increase in pay from the present minimum of \$1.75 per day to a minimum of \$2.25 per day, and a readjustment of the rates paid to stove-plate moulders. The strike, which commenced on the 27th of the month, and involved some 20 employees, was still unsettled at the end of the month, although the establishment was reported to be working, but shorthanded. A small difficulty was that of some leather workers on horse goods at Hamilton, Ont., who struck for the alleged reason that their wages were reduced. The employers claim there is no strike, that the men were discharged, and that the cause of trouble arose through an apprentice wanting journeyman piece-work prices. No settlement was reported of the difficulty at the end of the month.

#### Disputes Commenced Prior to Beginning of Month.

Of the strikes commenced in other months and reported as unsettled in the October number of the *Gazette*, three were settled during the month, those of the plasterers, labourers and other building trade employees at Toronto, jewellery workers also at Toronto, and moulders at St. Catharines. The strike of the building trades at Toronto, which involved some 60 men, and which arose over the alleged discrimination against union labour, was settled on the 6th of the month, between the parties, an arrangement satisfactory to both having

been made, the terms of which were not published. In the case of the jewellery workers at Toronto, who struck for a reduction in the number of working hours per week, the men returned to work on the 20th of the month upon the understanding that their grievances would be investigated. In the case of moulders at St. Catharines, who asked for some changes in the method of wage payments, the men returned to work on the 11th of the month, the difficulty having been arranged between the parties in a manner satisfactory to both.

Three strikes still remained unsettled at the end of the month, those of the printers at Halifax, woodworkers at Berlin, and moulders at Toronto.

#### Strike of Woodworkers at Berlin, Ont.

Concerning the strike of woodworkers at Berlin, the department received during the month, from the company involved, a statement to the effect that the total number of their employees at the time of the commencement of the strike was 90. Sixty of the employees having gone on strike on August 14, the company was left with but 30 in its employ, at the end of October this number had increased to 40, with the certainty of a further increase to 50 or over within the next week or two. The firm, in its communication, further states: 'There has been no interruption to our business, we have been filling our orders, nor have we been closed for a single day. We always carry a large stock of manufactured goods, and as January and February are dull seasons in the furniture trade we have plenty of employees until the latter end of March, and we can only add to our staff as we require them.' The statement made in the October number of the *Gazette* to the effect that the factory involved in this strike had been compelled to close for a time is, therefore, incorrect.

The table published herewith is a compilation of the trade disputes in the Dominion of Canada which began or were in continuance during the month of October, and which have been reported to the department.

## TRADE DISPUTES OF THE MONTH OF OCTOBER.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Establishments or Firms affected.	Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
					Directly	Indirectly			
I.—DISPUTES WHICH COMMENCED PRIOR TO BEGINNING OF THE MONTH.									
Nova Scotia.	Halifax . . .	Printers.....	Introduction of non-union man upon union staff.	1	15	.....	July 26	.....	No settlement reported at end of month.
Ontario . . .	Berlin . . . . .	Woodworkers.....	Objection by union to task work and other conditions.	1	58	.....	Aug. 14	.....	No settlement reported at the end of the month; but firm states that orders are being filled as usual.
Ontario.....	Toronto . . . .	Moulders . . . . .	Refusal of company to grant increase of 15 per cent in wages and other demands, and alleged discrimination against union men.	1	30	.....	" 16	.....	No settlement reported at end of month.
Ontario.....	Toronto . . . . .	Plasterers' labourers and other building trades employees.	Refusal of contractor to recognize union and alleged discrimination against union labour. Strike ordered by Federated Building Trades Council.	1	60	.....	Sept. 25	Oct. 6	Settled between the parties: terms withheld from public.
Ontario.....	Toronto . . . . .	Jewelry workers..	Demand of union for reduction in hours of work from 52 to 49 per week, not conceded by two firms, others having signed agreement granting reduction.	2	70	.....	" 26	" 20	Men returned to work upon understanding that grievances would be investigated.
Ontario.....	St. Catharines	Moulders.....	Demand for 9 hour day, and change in method of wage payment from piece rate to specified time rate.	1	50	.....	" 29	" 11	Difficulty satisfactorily arranged between the parties. Men returned to work.

## II.—DISPUTES WHICH COMMENCED DURING THE MONTH.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Establishments or Firms affected.	Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
					Directly	Indirectly			
Ontario.....	Hamilton.....	Leather workers..	Reduction in price of piece work for stitching horse collars.	1	6	.....	Oct. 13	.....	No settlement reported at end of month, though employers say places of strikers filled.
Quebec. ....	Quebec. ....	Iron moulders . . .	Demand by union for increase in wages from present minimum of \$1.75 to \$2.25 per day, and readjustment of rates paid to stoveplate moulders.	1	20	10	" 27	.....	No settlement reported at end of month.

Quebec. ....	Montreal. ....	Longshoremen ...	Demand by men for increase in wages from 20 cents an hour to 30 cents an hour for day work, and 35 cents an hour for night work.	800	.....	29 Oct.	30	Demands conceded by steamship companies. ....
Nova Scotia.	Sydney. ....	Machinists. ....	Objection by men to having pay reduced by stoppage of custom of allowing pay for lunch hour.	80	.....	"	21	"
				1	.....	"	23	Compromise effected by which time allowed for lunch hour shortened by 20 minutes. Pay, however, being for a full day as formerly.

REPORTS OF DEPARTMENTS AND BUREAUX.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during September, 1902:—

CANADIAN REPORTS.

Canadian Forestry.

Report of the third annual meeting of the Canadian Forestry Association, held at Ottawa, March 6 and 7, 1902; Government Printing Bureau, Ottawa; 128 pages.

The various papers read and discussed at the meeting of the Canadian Forestry Association in March last, together with a statement of the membership, financial standing, and other business details of the association are included in the third annual report recently published. Among the articles worthy of special mention included in the report may be mentioned that on Forestry in Ontario, by the that on Forestry in Ontario, by the Director of Forestry for the province; one on the 'Management of the Farmer's Wood Lot,' by Mr. William N. Hutt, of

South End, Ont.; a review of the damage done by forest fires in Canada during 1901, with suggestions for their further prevention by Mr. R. H. Campbell; an article entitled 'The Second Discovery of the West,' by Professor John Macoun, of the Canadian Geographical Survey; an article on 'Forestry in Prince Edward Island' by the Rev. Father Burke, Alberton, and many others of equal value and interest. A session of the association was devoted to a discussion of the pulp industry in Canada, in which special attention was directed to the management of pulp wood forests and the preservation of pulp wood on the Crown lands of Quebec. The volume contains a mass of very interesting and carefully prepared material on topics currently before the public in connection with the subject of forestry, and in view of the increasing importance of the problems of forest preservation and reforestation in Canada, and of the increased attention that is being devoted to their consid-

eration in all parts of the Dominion, is one that appeals to a very general and widespread public interest.

ONTARIO REPORT.

Ontario Friendly Societies.

Detailed Report of the Inspector of Insurance and Registrar of Friendly Societies for the year 1901, King's Printer, Toronto.

The Ontario Insurance Act recognizes three distinct classes of organizations undertaking contracts of insurance within the province, namely: (1) Registered Dominion licenses; (2) Provincial licenses; and (3) Registered friendly societies; the last-named being societies registered by the province for the transaction of insurance therein. The section of the annual report of the Ontario Inspector of Insurance recently issued, which deals with the third of these classes, viz., friendly societies, is the portion of the volume of chief interest from the standpoint of labour. It contains the annual statements for the year ending De-

cember 31, 1901, made by the various friendly societies to the Insurance Department for Ontario. In the form of an appendix the address of the Provincial Registrar of Mutual Societies to the members of the Canadian Fraternal Association on the occasion of their annual meeting in April last is quoted in full, 'premium rates in friendly societies' being the subject under consideration. There is also included in the report a review of recent legal decisions regarding the power of friendly societies to make retroactive rules for the alteration of benefits and premium rates.

## UNITED STATES REPORTS.

### Massachusetts Labour and Industrial Chronology.

Thirty-second Annual Report of the Bureau of Statistics of Labour, Massachusetts; State Printers, Boston; 357 pages.

The Annual Statistics of Manufactures, 1901, Massachusetts; State Printers, Boston; 223 pages.

The latest report of the Massachusetts Bureau of Labour is devoted to a labour chronology of the state for 1901, an examination of the recent trend of prices and cost of living within the commonwealth, together with a notice of the recent additions that have been made to the body legislation within the state affecting labour. Under the first heading, under various subdivisions, changes in wages and hours of labour during 1900 are noted, and a special statement given of recent developments in the trade union movement within the state. A full tabulation of the strikes and lock-outs occurring during the year, and of social and industrial benefits conferred, is also included.

The industrial chronology of Massachusetts for the nine months ending September 30, 1901, published in a separate volume, contains the usual general review, as prepared by the department, of industrial progress during the period covered. The scope of the inquiry will be indicated by the following partial list of topics touched upon:—New establishments for the year; sales of plants; fires; corporations and capital stock; material and production; labour

and its compensation; working time; comparisons with previous years; comparisons of progress in leading industries and localities; selected industry presentations, &c., &c.

### Pennsylvania Industrial Statistics.

Annual Report of the Secretary of Internal Affairs of the Commonwealth of Pennsylvania; Part 3; Industrial Statistics, 1901; State Printer; 705 pages.

A special feature of the 29th Annual Report of the Pennsylvania Bureau of Industrial Statistics is an article devoted to the manufacture of boots and shoes in the state. The subject of foot-wear is treated exhaustively and interestingly from the most ancient times until the present day, and the system of mammoth factories and commercial agencies by which the product is now manufactured and distributed. The accompanying industry of tanning is also treated at length, and the manufacture of pig-iron, as well as rolled iron, and steel and tin plate also receive notice. The growth of the Portland cement industry is also the subject of a special article, while the bulk of the volume is made up of the usual statistics of manufactures, in which the subjects of working days, number of employees, wages, value of product, amount of capital invested, cost of basic material and kindred topics are treated.

### West Virginia Labour Statistics.

Seventh Biennial Report of the Bureau of Labour of West Virginia, 1901-02; The Tribune Company, Charlestown; 178 pages.

The 7th Biennial Report of the Department of Labour of West Virginia is presented under six headings. A review of industrial conditions prevailing throughout the state, with a statistical statement of the manufacturing interests, in which such topics as the number employed, hours of labour, amount of wages paid in different industries, &c., are treated, forms the initial chapter. A separate chapter, also primarily of local interest, is devoted to a tabulation of new industries established in the state during 1900 and 1901, while the reports of the State Employment Bureau and of the Department of Inspection are also

treated separately. Of more general interest to the student of social and industrial phenomena is the chapter dealing with the economic conditions of organized labour in West Virginia, in which a complete directory of the labour bodies in the state is included, together with a series of tables showing the number of organizations, location, membership, daily hours of labour, minimum and maximum rate of wages in different occupations, with other important information.

### The Sweating System in Wisconsin.

Manufacturers' returns for 1899 and 1900. From the 10th Biennial Report of the Bureau of Labour and Industrial Statistics of Wisconsin; pages 1 to 97, inclusive; State Printer, Madison.

Population in Wisconsin, 1890, 1895, 1900. From the 10th Biennial Report of the Bureau of Labour and Industrial Statistics of Wisconsin; pages 99 to 176, inclusive.

Conditions in the Garment-making Trades. From the 10th Biennial Report of the Bureau of Labour and Industrial Statistics of Wisconsin; pages 177 to 314, inclusive.

Part I. of the 10th Biennial Report of the Wisconsin Bureau of Labour is devoted to a presentation of facts and statistics compiled from the annual returns for 1899 and 1900, made by various manufacturers of the state to the bureau. In all, 1,152 manufacturing establishments, classified under 46 separate industries, are represented in the tables and constitute an exhaustive review of industrial conditions throughout the state.

Part II. of the report, devoted to an analysis of the population of the state, is of local interest primarily, though of importance in connection with general social, economic and political investigation.

A third division of the Wisconsin Biennial Report is in the form of a pamphlet in which conditions in the garment-making trade, with both a local and a general application is reviewed, and constitutes an exceptionally full and complete treatise on the familiar subject of sweating. The subject is discussed from the foundations up, and by no means from a narrow or local point of view. Beginning with a careful definition of what is included under the

term, an interesting resumé is given of notable instances of the occurrence of the evil, which is treated as a relic of the 18th century master and journeyman plan, and not as the outcome of the factory system, or of conditions existing in any particular country or locality. The sub-headings: 'What is a Sweater'?' and 'Some Causes of Sweating' indicate the scope of the next division of the article. The remedies for the evil are also carefully considered, and the beneficent results of the organization of consumers' leagues and trades unions in this connection are treated at length. Much more radical measures, it is declared, however, are necessary for the permanent effacement of the sweating evil, and the trend and objects of the various factory and inspection Acts that have been put in force with this end in view are fully dealt with. 'With good factory and sanitary laws,' says the report, 'competent inspectors to enforce them, and the co-operation of the public, and especially of such voluntary organizations as the Consumers' League, women's clubs and trade unions, there should be no question but that sweating can be stopped, other abuses done away with and fair conditions in general secured for the weaker classes.' The report then devotes itself to an examination of the prevalence of sweating in Wisconsin, and although the most aggravating forms of the evil are to be looked for only in the larger centres of population, it was discovered that though sweating exists in Milwaukee and the other more important cities of the state in only its mildest and least harmful form, still the phenomenon is unmistakeably present and is constantly gaining ground. A full report is made of the work of investigation entered into under state authority by the Wisconsin Bureau of Labour in connection with an official attempt to eradicate the abuse and the thoroughness with which the work was carried out, and the interesting manner in which the facts are presented, make the pamphlet an exceedingly useful and important contribution to the literature on the subject. The volume concludes with a scholarly es-

say on the general topic of the influence of consumers on production.

### Rhode Island Industrial Statistics.

Fifteenth Annual Report of the Commissioner of Industrial Statistics, Rhode Island, 1901; State Printers, Providence; 417 pages.

The report of the Rhode Island Bureau of Industrial Statistics covering 1901 is chiefly occupied with a series of tables representing the result of a careful inquiry and investigation into the condition of the textile industries of the state, which employed during 1900 an average of 46,000 men the year round, and paid out wages to the extent of \$17,404,954. The record for the year also shows an unusually large

number of labour disturbances, and legislation of a tendency to minimize the effect of this is earnestly re-commenced. Another interesting section of the report is that devoted to a statement of the condition of the national banks within the state during 1901, which, with the information added regarding trust companies and savings banks, constitute a complete and accurate account of banking institutions in Rhode Island at the date named. An article analyzing the work done by the various public employment offices of the State of Illinois, in which the data is arranged so as to be of general application, is a further feature of the report which calls for notice.

## GOVERNMENT CONTRACTS FOR THE MONTH OF OCTOBER.

(Information supplied by the Department of Public Works.)

The following is a list of the contracts awarded by the Department of Public Works, and which received the signature of both parties to them, during the month of October, together with the minimum rates of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract.

Construction of a Court House, Macleod, Alta., N.W.T. Date of contract, October 8, 1902. Amount of contract, \$13,973.

### FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of wages not less than	Hours per day.
Foreman mason....	\$7 00 per day	10
Foreman bricklayer....	7 00 "	10
Foreman carpenter....	5 00 "	10
Mason....	5 50 "	10
Bricklayers....	5 50 "	10
Stonecutters..	5 50 "	10
Builders' labourers ..	2 25 "	10
Plasterers....	4 00 "	10
Plasterers' labourers ..	2 25 "	10
Lathers....	0 04 per yard.	
Ordinary labourers....	2 00 per day.	10
Stair builders....	3 75 "	10
Joiners....	3 25 "	10
Carpenters....	3 00 "	10
Blacksmiths..	3 00 "	10
Metal roofers..	3 00 "	10
Plumbers....	4 00 "	10
Steamfitters....	4 00 "	10
Gasfitters...	4 00 "	10
Sheet metal workers....	3 00 "	10
Painters..	3 50 "	10
Paperhangers....	3 50 "	10
Driver, 2 horses and wagon .....	5 00 "	10
Driver, and 2 horses..	5 00 "	10
Time keeper....	2 00 "	10

Dredging in the harbour of Owen Sound, Ont. Date of contract September 5, 1902. Amount of contract, \$24,210.

#### FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages. Not less than the following :
Contractor's foreman.....	\$ 2 50 per day of ten hours.
Ordinary labourers.....	1 25 " "
Dredge captain.....	90 00 per month with board.
Dredge engineer.....	80 00 " "
Dredge fireman.....	30 00 " "
Dredge deck hands, each.....	25 00 " "
Dredge crane man.....	50 00 " "
Tug captain.....	65 00 " "
Tug engineer.....	60 00 " "
Tug fireman.....	30 00 " "
Tug sailors.....	25 00 " "
Scowmen.....	25 00 " "
Drill scow captain.....	65 00 " "
Drill scow engineer.....	60 00 " "
Drill scow fireman.....	30 00 " "
Drill scow deck hands, each.....	25 00 " "

#### RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of cases affecting labour are taken from the latest law reports and other legal records of the different provinces of Canada:—

##### NOVA SCOTIA CASE.

##### Liability of Mine Owners.

The Acadia Coal Company instructed all its superintendents and others in charge of its work that all statutory regulations should be kept; and, as superintendents, had employed men who were fit to fulfil the duties of that office. In the course of the work an employee was sent down the mine in an unused balance which had not been fenced or inspected as it should have been. An explosion of gas occurred, from the effects of which an employee died. His widow brought an action for damages against the company, claiming that his death was due to their negligence in not having had the balance inspected. Judgment was given in favour of the company upon the ground that, apparently, the explosion was caused by the neglect of a fellow-workman. But an appeal was taken from this judgment and the Supreme Court of Canada held, that as the company had not maintained the mine in a condition suitable for carrying on the work

with reasonable safety, they were liable the injuries caused to the employee.

(Grant vs. Acadia Coal Co. Judgment rendered by the Supreme Court of Canada, May 27, 1902).

##### QUEBEC CASES.

##### Duty of Employee to his Employer.

A judgment recently rendered in the province of Quebec shows that the employee has legal duties as regards his employer which the courts will enforce. In the action referred to S., a manufacturer of shirts and collars, had employed M. as a cutter for a certain fixed period at a specified salary. Before the expiration of the period stipulated by the contract M. stopped working for S. and left his employment, without having any just reason or cause for so doing. S. subsequently brought an action against M. for \$1,066.97, claiming that the fact that M. had thus left him had caused him loss of business to that amount. The court maintained the principle of the action, but did not think that damages to the extent claimed had been proved. Judgment was therefore given in favour of S. against his former employee for \$202.25.

(Spelton vs. Macéay. Judgment rendered by Mr. Justice Loranger at Montreal, October 28, 1902).

### Action by Contractors.

L. and H., contractors, undertook to do some plumbing work at the residence of S. Before the work had been completed or accepted by S. it was entirely destroyed by a fire, which was not caused by any fault or negligence of S. L. and H. sued for \$260 as the amount due on the work done. The trial court gave judgment in their favour for that amount, but the Court of Appeal reversed this decision on the ground that according to the provisions of the Civil Code of Lower Canada such a loss fell on the person doing the work unless it was proved that the fire was caused by the fault of the owner of the house, or that he had failed to accept the work as soon as it was finished. As neither of these two exceptions had been established the action was dismissed.

(Lessard and Harris vs. Shallow. Judgment of the Court of King's Bench, Appeal side, rendered at Montreal, October, 1902).

### ONTARIO CASES.

#### An Action under the Workmen's Compensation Act.

One Charles Armstrong, employed by the Canada Atlantic Railway Company, was engaged in shunting cars in the yard of that company at Ottawa when he received injuries which resulted in his death.

His widow brought an action under the Workmen's Compensation Act against the railway company for damages, alleging that the accident was caused by certain negligence on their part. Now that Act requires that, in the case of any action being brought under it, notice of the accident upon which the action is founded shall be given to the proposed defendant within twelve weeks from the date of the accident, and the action itself shall be commenced within twelve months from the time of the death of the person injured, when the accident has resulted in death.

In this instance the action was brought within the proper time, but notice of the accident had not been given to the company within the twelve weeks, and, on that ground, amongst others, the judge at the trial held that there was no right of action under the Act, and, therefore, dismissed the action.

The plaintiff appealed, and a Divisional Court held that as the evidence showed that the company was well aware that Armstrong had been killed in its yard, whilst in its employment and whilst engaged in its work, and as the notice of the accident, if it had been given, would have given it no information which it did not possess before, that afforded a reasonable excuse for not giving the notice. It was said that the whole object of requiring notice of the accident to be given was attained by the knowledge of the company of the occurrence of the accident at the time, and of the cause of it, and that it had not been proved that it had been in any respect prejudiced by the notice not having been given. A new trial was, therefore, ordered, the costs of the former one to be paid by the defendant company. From this decision the company appealed to the Court of Appeal, and tribunal allowed the appeal.

Regarding the question of notice, the higher court agreed with the Divisional Court, but the appeal was allowed on the ground that the trial judge was right in holding that there was no evidence of negligence which could be submitted to a jury. The deceased was killed by being run into by an engine on a track known as 'track No. 5.' There was no evidence to show exactly how he came to be there. The action was brought on a supposition that he was walking on a space between track No. 4 and No. 5; that this space (which was admitted to be the 'way' within the meaning of the Workmen's Compensation Act) was defective by reason of snow and ice having been allowed to accumulate thereon to such an extent to render it unsafe and difficult to walk upon, and that deceased in so walking there had

slipped and fallen on to track 5, where he was struck by the engine. On the other hand, it was contended that he was walking along track No. 5 when he was struck, in which event there was no liability on the part of the railway company, as there was no evidence of negligence regarding either the condition of the track or the management of the engine.

Regarding the important question of the notice of the accident required by the Workmen's Compensation Act, the following interesting remarks were made by Mr. Justice Osler in giving the judgment of the Court of Appeal:—

'In order to justify the exercise of the power to dispense with the notice of injury, &c., prescribed by section 9, it should appear (1) that there was some reasonable excuse for not having given notice; and (2) that the want of it has not prejudiced the defendants in their defence.

'What may constitute reasonable excuse for not giving notice is not defined, and must depend very much upon the circumstances of the particular case.

'The notoriety of the accident is one element, and the employer's knowledge of it and that the workman or his representative is in fact making a claim upon him in respect of it, is another. Both these circumstances concur in the present case, and there is the additional fact that the employers took the claim into consideration, but never gave the plaintiff a final answer.

'Altogether, I think it might very properly have been held at the trial that there was reasonable excuse for the want of notice, and also, as the defendants had all the knowledge of the accident, and claim that the most formal notice could have given them, that the want of it had not prejudiced them in their defence. I therefore agree with the judgment of the Divisional Court on this point. I cannot but think that reasonable excuse for want of notice may be very slight indeed, where the occurrence of the accident appears to have been well known to the employer, and a bona fide claim for compensation therefore has been made, inasmuch as the judge had power under section 14 in the alternative, and simply in his discretion, and on such terms as he may think proper, to adjourn the trial of the action to enable notice to be given.'

The decision of the Divisional Court in this case was reported at P. 241 of Volume

2 of the *Labour Gazette*, but it was incorrectly referred to as a judgment of the Court of Appeal.

(Armstrong vs. Canada Atlantic Railway Company. Judgment given by the Court of Appeal at Toronto, September 19, 1902).

### Conditions in Accident Insurance Policy.

M., who was a baggageman employed at a railway station, took out an accident insurance policy, in which his occupation was so described. The policy stated that if he was injured in any occupation or exposure which was classed by the insurance company as being more hazardous than that of a baggageman, he should only receive whatever insurance the premiums he had paid would have purchased if he had said he was engaged in the more hazardous business. Another clause of the policy provided that no insurance should be paid if death was caused by voluntary exposure to unnecessary danger.

M. was killed whilst coupling cars, which was not part of his duty as a baggageman. The insurance company, therefore, claimed that the accident came within the exceptions above mentioned. The evidence showed that M. had coupled cars on other occasions, and that in this particular instance he thought that the brakesman had requested him to make the coupling.

The court decided that the words 'occupation or exposure' did not include the casual act of coupling; that there was not any 'voluntary exposure to unnecessary danger, and that, therefore, the representatives of M. were entitled to the sum for which he was insured. (See the *Labour Gazette*, Vol. 1, page 315, where this case is reported.)

An appeal was made to the Court of Appeal and subsequently to the Supreme Court, both of which confirmed the judgment given at the trial in favour of M.'s widow. In the Supreme Court it was also held that the facts showed that M. was in the habit of coupling cars frequently, and, therefore, would not consider the operation

dangerous, and there was therefore no 'voluntary exposure to unnecessary danger' within the meaning of the second condition of the policy.

(Canadian Railway Accident Insurance Co. vs. McNevin. The Supreme Court Reports, Vol. 32, page 194).

### Negligence in not Providing Guard.

F. was a teamster employed by the firm of G. & Co., which had a contract for supplying the Gartshore-Thompson Pipe and Foundry Co. with coke. F. had been delivering coke to the Gartshore Co. for about four weeks when, on December 13, 1899, while delivering a load as usual, putting the coke into the bin provided for it, he was struck in the eye and seriously injured. The injury (as F. claimed, and as the jury subsequently found to be the fact) was caused by a chip from an iron pipe which one of the Gartshore Co.'s employees was working on the inside of the shoulder of the pipe with a chisel. This workman was about fifteen to eighteen feet distant from F. at the time of the accident.

F. brought an action against the Gartshore Co. for damages, claiming that the place should have been protected by a guard or screen to keep the chips from flying around, or that if otherwise their employee should have been directed to stop work during the ten to twenty minutes when the coke was being delivered. F. also proved that these chips might possibly fly as far as fifty feet with a good deal of velocity. The Gartshore Co. defended the action and alleged that there was no evidence to show that F. was struck by the chip in question; that, as a matter of fact, it was not such a chip which had injured

his eye, and that, in any event, a guard or screen would have been impracticable.

The action was tried with a jury to whom the judge put a number of questions. The jury found that the injury was caused by a chip of iron from the pipe; that a screen, either moveable or stationary, would have prevented the accident; and that F. was entitled to \$400 damages. Judgment was accordingly given in favour of F. for that amount with costs.

From this decision the Gartshore Co. appealed, but the Court of Appeal confirmed the judgment given at the trial.

In the course of his judgment Chief Justice Armour quoted from an English judgment regarding the legal position of a person engaged in lawfully fulfilling a contract in which both he and the person on whose premises he then is have some interest. This citation, illustrating the law on the point, is as follows:—'That with respect to such a visitor at least, we consider it settled law that he, using reasonable care on his part for his own safety, is entitled to expect that the occupier shall on his part use reasonable care to prevent damage from unusual danger which he knows or ought to know; and that, when there is evidence of neglect, the question whether such reasonable care has been taken by notice, lighting, guarding, or otherwise, and whether there was such contributory negligence in the sufferer, must be determined by a jury as a matter of fact.'

The first judgment given in this action is reported in the *Labour Gazette*, Vol. 2, page 767.

(Fallis vs. the Gartshore Pipe and Foundry Co. Judgment rendered by the Court of Appeal for Ontario at Toronto).

DOMINION OF CANADA

# THE LABOUR GAZETTE

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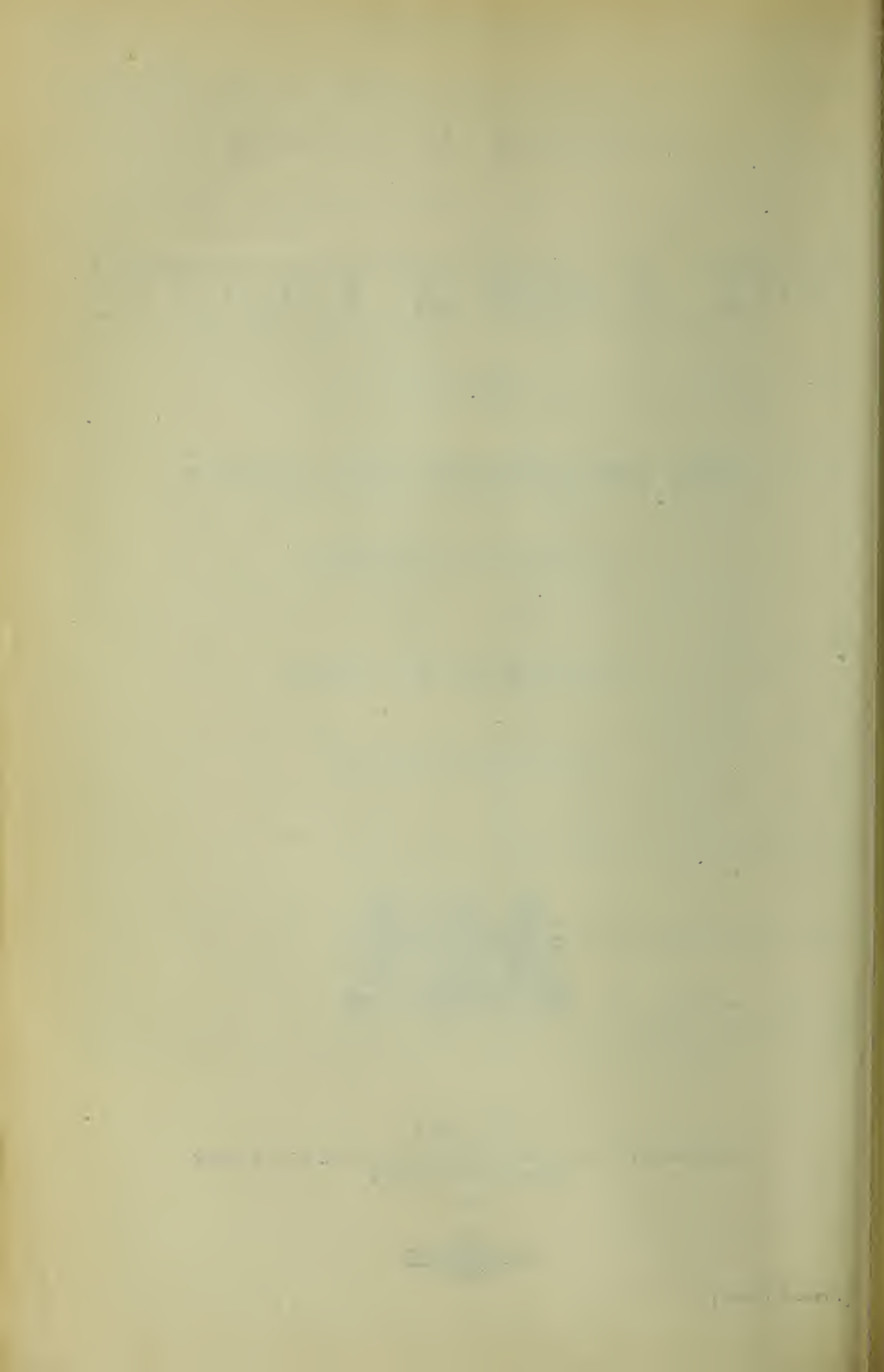
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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 6.

DECEMBER, 1902

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The **LABOUR GAZETTE** wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA.

OTTAWA, December 15, 1902.

In the present issue of the *Labour Gazette* publication is resumed of the articles dealing with the Growth and Present Position of Labour Organization, and with the Wages and Hours of Railway Employees in Canada. Both of these articles were begun in the September issue of the *Gazette* and continued in October, but were interrupted last month owing to the amount of space occupied by the report of the special investigation of the Department in connection with the fuel scarcity in Canada resulting upon the strike of Pennsylvania coal miners. In the review of labour organization the subject has been already dealt with in so far as the maritime provinces and the province of Quebec are concerned, the present article continuing the survey for Ontario. The wages and hours of railway conductors and engineers have similarly been dealt with in the *Gazette* for September and October, the working conditions of locomotive firemen being the subject of the third instalment of the article. Both of these series of articles will be continued in subsequent issues on the lines originally announced.

As supplementary to the detailed report of the Department on the effects upon conditions in Canada of the strike of coal miners in the anthracite regions of Pennsylvania, which appeared in the November *Gazette* and in which were embodied the results of a special investigation undertaken by the Department, a brief review is presented herewith of the general results of the settlement of the strike upon the coal market, and of the various developments in the situation, both in the coal mining regions and in Canada, that have been reported since the close of October. In connection with the coal situation throughout the Dominion during November, special reference is made in the article to the quantity of coal which has been imported since the settlement of the strike, the trend of prices in Canada of coal and other fuel since October 15, the extent to which the transportation companies have met the increased demands on their facilities, and the general outlook for the coming winter.

During the month of November the taking of evidence before the Royal Commissioner appointed by the Dominion government in May last to investigate the conditions alleged to be existing in the tobacco trade of Canada, was concluded at Montreal, and a report of the leading points of interest elicited during the final stages of the inquiry will be found in the present issue.

Another interesting article of the present number of the *Gazette* is that in which the history of the development of the Kootenay districts, B.C., with special reference to labour conditions, past and present, is briefly outlined.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF NOVEMBER.

### I. GENERAL SUMMARY.

THE exceptionally open weather which prevailed throughout the Dominion during the month of November, at a season of the year when its occurrence is not usually anticipated, constituted the circumstance which chiefly affected labour and industrial conditions during the past few weeks. The direct results have been, of course, most marked in the out-door trades and industries, such as the agricultural industry and the building trades, both of which have been enabled to extend their operations to an unusual degree, though all branches of industry have, to a greater or less extent, felt the influence of the lengthened season. The stringency in the fuel supply, owing to the strike of Pennsylvania coal miners, which was so prominent a factor in the industrial situation in Canada during September and October, has been somewhat alleviated during the past month. A special article on this subject, supplementary to the review which appeared in the November *Gazette*, will be found elsewhere in the present issue. Labour generally has been fully employed during November, and in several industries, notably in the lumbering industry, and in the market for unskilled labour in almost every section of the Dominion, the demand has been very markedly in excess of the supply. The inauguration of beet sugar manufacture in Ontario has created still another field for the employment of labour, and during the past few weeks hundreds of men, women and youths have found employment in harvesting sugar beets in the territory surrounding the factories already in operation. An important instance of the tendency towards a higher rate of remuneration for labour reported during the month was the raising by the Grand Trunk Railway Company, of the schedule of wages of engineers and firemen in its employment. The increase granted runs from 15 to 25 per cent, according to standing, division, and work performed,

and in the neighbourhood of 2,000 men are interested in the change. Maltsters at Toronto, horseshoers, firemen and bricklayers at Hamilton, labourers at Guelph, railway telegraphers in Prince Edward Island, packers at Charlottetown, miners at Sydney Mines, N.S., printers at St. Thomas, Ont., were other classes of labour receiving increased wages during November. With regard to trade disputes the month just closed presented a very favourable showing, there being only six new disturbances reported in all and only one of these involving any considerable number of men.

The completion of the Pacific cable, announced early in November, was an event of the month which will have a far-reaching effect upon trade and industrial conditions generally in Canada. The tests of the new cable have been eminently satisfactory and the rate of transmission materially in excess of what the projectors had anticipated.

### General Industrial Activity.

Active conditions continue to prevail in the various leading industries of the Dominion. With exceptions arising out of local or special conditions, manufacturing establishments are very busy and are increasing in numbers in all parts of Canada, particularly in Ontario, Quebec and British Columbia. The marketing of the grain and fruit crops, together with fall ploughing, which the open season has facilitated to a greater degree than has been recorded in several years, furnished the chief features of the month in the agricultural industry. Conditions in the fishing industry, generally speaking, are comparatively dull owing to the season of the year.

### The Ontario Crop Record.

Definite information as to the extent of the increases in the yields of farm products in the province of Ontario for the season

just closed over previous years has been afforded by the publication of the November crop bulletin of the Ontario Department of Agriculture, which confirms the opinion that the past has been, on the whole, the best season which the farmers of the province have known for many years. The average yield of the principal grains was considerably above that of the past 20 years, fall wheat running 26·8 bushels, compared with 20 for the years 1881-1901; spring wheat, 20 bushels, compared with 15·5 during the same period; oats, 42·6 bushels compared with 34·8; rye, 18·5 bushels compared with 16·2; and buckwheat, 20·5 bushels compared with 19·3. Decreased returns were reported in pease, beans and corn, to which the wet weather did considerable damage. Hay averaged 1·87 tons to the acre, the average for the past 20 years being only 1·40. Prices for farm products were also above the average. Some damage to fall wheat, owing to the wet weather which prevailed during harvesting having caused sprouting, was reported, though the greater portion of the crop will grade high. The seeding of the bulk of next year's crop of fall wheat was finished by the middle of September, and, except on clay land, the new crop is reported as looking very promising. The yield of fruits was exceptionally abundant, insects appearing to have wrought less injury this year than usual, though there has been an unusual amount of scab. Summer pastures were among the best reported for years, and live stock also benefited greatly by an unusual freedom from sickness during the season. Young cattle are reported as having come through the summer in exceptionally good flesh. Swine-raising is still growing in favour. The splendid condition of the pastures during the summer reacted very favourably on the butter and cheese industry, a noticeable feature of the season being the large number of purchases of cream separators by farmers, the use of which allows of the keeping of the skimmed milk on the farm for the feeding of calves and pigs.

### Crops in Nova Scotia.

The agricultural season of 1902, according to official reports from Nova Scotia, has presented a number of unusual features. Though the spring was exceptionally early, backward weather prevailed until the month of July, after which there was a marked improvement. The hay crop was fully up to the standard, oats are better than for several years, and wheat is above the average. Barley is an excellent though not an extensive crop. The potato crop is below the average, though mangels, turnips and other roots are good and abundant. Live stock is reported first-class in all sections of the country, and the good pasturage of the summer has also produced a stimulating effect upon the production of butter. The fruit crop is very much below the average, both in quantity and in quality. Against 300,000 barrels of apples exported from the province last year it is estimated that certainly not more than 100,000 will be exported this year, and the estimates of certain authorities place the quantity considerably below that mark.

### The Lumbering Industry.

Reports received during November by the Department of Crown Lands, Ontario, indicate that the present has been the busiest fall season yet experienced in the history of the Ontario lumber woods. In all portions of the lumbering districts more men are in the woods than were ever before reported, and limits on which no cutting has taken place in several years are being worked in order to meet the demand for lumber arising out of the increased scale of building operations projected for the coming year. The October rains are reported as having interfered to some extent with the work, but the most serious difficulty confronting the lumbermen during the present season has undoubtedly arisen out of the scarcity of experienced hands available. In spite of the high wages offered, operators have been compelled, in many cases, to accept for service in the woods men and youths almost wholly

unacquainted with the work of logging and road-making. Wages run from \$25 to \$35 per month and board, the former figure, until recently, being considered a high wage for a shantyman.

Mill men in Victoria, B.C., are complaining of a shortage of logs, though none of the mills have been as yet seriously inconvenienced. Reports from the up-coast logging centres in British Columbia state that only a few of the camps are working to their full capacity, and that the contents of many storage booms have been cleaned up, the presence of snow and slush resulting in a general suspension of work.

### The Mining Industry.

In the mining industry of Canada a feature of November was the increased output of the Nova Scotia collieries and the increased scale of coal shipments from points in the Maritime Provinces to the St. Lawrence market, the record of the year in the latter respect having exceeded that of any previous season by about 300,000 tons. The effect of the strike of Pennsylvania coal miners has also been evidenced in the impetus thereby given to coal-mining development in western Canada, work on the different coal seams which are being mined in Manitoba and throughout the North-west Territories having been particularly active during the month. Renewed activity is also reported from the iron, gold and copper mining regions of New Ontario, where developments on an extensive scale are promised for the immediate future. In British Columbia few changes are reported in the conditions prevailing earlier in the season, which were, on the whole, of a hopeful character. The reported discontinuance of oil as fuel by the American railways is expected to have a beneficial effect upon coal mining conditions of the coast.

During the month discoveries of considerable importance were made in the oil regions of Ontario.

### The Fishing Industry.

The announcement of the particulars of a contract entered into between the Ontario government and the Canada Fish Company, to operate in Lake Nepigon, was an interesting development of the month in the fishing industry, especially in view of the number of new leases covering various other waters of the province now under consideration. The lease to the Canada Fish Company is expected within five years to yield two-thirds as much revenue to the province as the entire fishing industry of the province does at the present time. A bonus, ranging from \$2,000 to \$20,000, in addition to the usual license fee, based upon the amount of apparatus or plant in use, is to be paid by the company. The company also undertakes to build a railway from the Canadian Pacific Railway line northward to the shores of Lake Nepigon, a distance of about 40 miles. Among the restrictions which the government has placed upon the operations of the company are the following:—The catch of fish is limited to 500 tons a year for the first three years, and 1,000 a year for each subsequent year of the term. All whitefish, lake trout and pickerel, less than two pounds in weight, and all black bass, speckled trout and maskinongé must be returned to the water. Within three years from the beginning of operations a hatchery must be established on the lake for placing whitefish and pickerel eggs and 30,000,000 fry must be annually planted therein. All bona fide settlers are to have the right to fish with nets in the lake. The company must place a steamer on the lake for the accommodation of passengers and freight with certain specified docks and shelters. None but British subjects resident in Canada may be employed by the company. Each kind of fish is to be packed separately. The company must establish retail fish depots in such towns and cities of the province as the Fish Commissioner may designate and keep sufficient stock on hand for the demand.

Plans for extensive alterations and improvements in the Fraser river canneries of the British Columbia Packers' Association are under the consideration of the officers of the association, and the coming spring season will witness the expenditure of a large amount of money in this connection. The principal reason alleged for the action of the association is the reduction of the general operating expenses by the amalgamation of canneries adjoining one another, which is expected to render a centralizing of power possible on an extensive scale and to effect also a considerable saving in labour account.

### The Transportation Problem.

Undoubtedly the most important industrial problem of the month of November was that which confronted the various transportation companies of the Dominion in connection with the marketing of the enormous grain and fruit crops of the season and the bringing in of the winter's supply of coal, the strike of miners in the anthracite coal regions of Pennsylvania in the latter respect rendering it necessary to carry out within a few weeks operations which are usually extended over the entire summer season. The unprecedented demand thus created upon Canadian transportation facilities, intensified by the near approach of the close of the navigation season, led during the past month, in spite of the unusual efforts of the companies, to a car famine of considerable severity, affecting more or less all parts of the Dominion.

In western Canada the increase in rolling stock, locomotive power and improvements to terminal facilities, road-beds, sidings, &c., carried out by the railway companies during the past summer, have resulted in a considerably larger haulage of grain than last year. Thus in 1901 the number of bushels of wheat brought to Fort William from September 1 to October 31 was 5,762,000, while this year it is estimated that 8,500,000 bushels of wheat have been thus marketed, the figures not

including wheat in transit on the latter date. The abnormal fuel situation has also affected transportation companies in the west with scarcely less embarrassment than in the eastern provinces, where dependence upon the Pennsylvania coal fields is more direct. The unusually large demand for coal from Souris, Lethbridge and the Crow's Nest Pass mines, for consumption in Manitoba and the Territories, has accordingly called for motive power which in other instances would have been employed in moving the crops, the supplying of fuel with winter approaching being quite as necessary as the taking out of the crops. The westbound business of the Canadian Pacific Railway, in manufactures and general merchandise from the older provinces, has also been unusually heavy, the prosperity of the farming classes leading to larger purchases by merchants throughout the Territories. The fine weather which has prevailed throughout the autumn, by turning attention of the farmers to ploughing and breaking new land, has contributed somewhat to delay in the marketing of the crops, and has, therefore, prevented the worst possibilities of the situation from being realized. The extent to which the transportation problem governs the grain situation in the west is shown by the fact that the price of wheat offered by grain buyers, as based upon the statement of the Canadian Northern Railway that that company is now receiving regular instalments of the several hundred additional cars contracted for earlier in the season, experienced a material advance during the month with the prospect therein involved of the marketing of a larger amount of grain than usual before the close of navigation and the consequent saving of storage charges.

### The Car Famine.

That almost the entire Dominion is suffering, however, at present from the stringency in transportation facilities is amply borne out by reports received from nearly every section of the country during the past month. In the west, where the great

problem, as above remarked, is that of transportation, complaints have been received from almost every industry represented. As above stated, it is not the agricultural interests alone of the west that are affected, but the mining and lumbering industries, as well as the general business situation throughout the Territories, and many of the complaints show considerable feeling upon the question. In eastern Canada, in spite of the fact that the Ontario crop has not yet commenced to move in great quantities, congestion prevails in all lines of traffic. Both of the great railway companies continue to receive new rolling stock almost daily, and although the number of cars thus placed at their disposal are greatly in excess of the previous year, the increased business of the present season has nevertheless resulted in an undoubted shortage. The approaching close of navigation has caused a heavy movement of freights westward in Ontario during the month, a feature which has also added to the embarrassment of the railway companies.

#### **Traffic at Sault Ste. Marie, Ont.**

A criterion of the volume of business done by Canadian transportation companies during the present season is afforded by a recent return of the traffic passing through the Sault Ste. Marie canals. The total freight carried by the two canals in October was 4,618,291 tons, or 443,746 tons more than were carried in October, 1901, and 1,428,998 tons more than the quantity carried in October, 1900. The Canadian canal carried 604,713 tons of the above total, or a gain over October, 1901, of 250,330 tons, and over October, 1900, of 261,781 tons. During the seven months of the present and two previous seasons, the total freight carried east and west by the two canals was: 1902, 30,931,216 tons; 1901, 24,543,610 tons; and 1900, 23,090,766 tons. Thus 1902 shows a gain of 6,387,606 tons compared with 1901, and of 7,840,450 tons compared with 1900. The totals of freight carried by the Canadian canals in the seven months of the three years are: 1902,

3,979,290 tons; 1901, 2,514,145 tons; 1900, 1,844,426 tons. Gain, 1902 over 1901, 1,438,147 tons; gain, 1902 over 1900, 2,134,864 tons. Compared with the total of the two canals for the seven months, the Canadian canal carried 12·86 per cent of the total freight in 1902, 10·24 per cent in 1901, and 7·99 per cent in 1900.

#### **The Railway Rates Question.**

During the month a tentative announcement on the part of the Canadian Pacific Railway Company and the Grand Trunk Railway Company, of a proposed general rise in railway rates was made, the demands of labour organizations for higher wages and the continuous increase in the price of equipment and material, being the alleged causes of the action contemplated. It was claimed by the companies that in spite of the large increase in the gross earnings of railways there has been practically no increase in the net earnings, owing to the operation of the above mentioned conditions. A very small increase in the rates, a fraction per ton per mile, would, it was stated, make all the difference between working the railway systems of the country at a fair profit and working them under unremunerative conditions. The proposal met with pronounced opposition on the part of the merchants and manufacturers of the country who had made no preparation for the proposed change, the Board of Trade of Toronto being among public bodies which took the matter specially under consideration. The very substantial gains made during recent months in the prices of Canadian railway securities on the stock exchanges were pointed to as indicating that the profits of railways have corresponded to the prosperity which is so pronounced in all the other branches of industry throughout the country. Before the close of the month it was announced that no immediate action was contemplated in the matter.

#### **Grain Rates in the West.**

The reply of the President of the Canadian Pacific Railway Company to the

Board of Trade of Winnipeg, in the matter of the latter's complaint with regard to the company's rates in the west, was received during the month and constitutes an important document in connection with the final arrangement of this problem. It is held by the president that though the company, when negotiating with the government of Manitoba for the lease of the Northern Pacific lines, offered as a feature of the proposed arrangement to make a graduated yearly reduction in its wheat rates to a basis of ten cents per 100 lbs. in 1906, and to make specific reductions also in the rates of some other commodities, it was thought that the increase in the volume of contributive traffic and immunity from competition would compensate for the change. The arrangement whereby the Northern Pacific lines were leased to the Canadian Northern Company was adopted by the government of Manitoba instead, and the Canadian Pacific Railway Company now holds that the reduction in rates carried out by the Canadian Northern Railway under its agreement with the government did not impose any similar obligation on the part of the Canadian Pacific Railway Company. The farmers along the line of the Canadian Pacific Railway, it is claimed, are receiving as high prices for their wheat as are obtained elsewhere. On these and other grounds the company does not at the present time feel that any necessity exists for a change in its rates.

### **Grand Trunk and other Railway Extension Projects.**

The unprecedented activity among transportation companies and the proved insufficiency of present facilities to deal with the growing demands of the Dominion have led, during the past few weeks, to emphasized discussion of proposals for meeting the future requirements of the country in this respect. Not only have plans been entertained for still further improvements on existing roads, in the way of additional branch lines, car shops, elevators, &c., but the subject of other trans-

continental lines to handle the traffic of Canada has been much discussed. Unquestionably the most important announcement published during the month in this connection was that of the Grand Trunk Railway Company to the effect that application would be made to the Dominion government for power to authorize a company in alliance with the Grand Trunk Railway Company to construct a railway from some point on the Grand Trunk Railway line to the Pacific coast. It is provisionally stated in explanation that the proposed new railway, to be known as the Grand Trunk Pacific Railway, will extend from North Bay or Gravenhurst through northern Ontario, Manitoba, Saskatchewan, Assiniboia, Alberta, via the Peace River or Pine River passes, and British Columbia to either Bute Inlet or Port Simpson, as may be determined later. The construction plans entertained are of the most modern character, having in view low grades, long tangents, steel bridges, and heavy rails, as well as ample station facilities and equipment for the handling of freight and passenger traffic. Involving, as it does, an expenditure during the coming four years estimated in the neighbourhood of \$100,000,000, the importance of this great undertaking, even from the standpoint of immediate results, cannot easily be overestimated. Various projects of railway development in Manitoba were also prominently brought forward during the month, and in New Ontario railway surveying parties were at work, and developments during the next few years promised on an extensive scale.

One of the largest financial transactions ever carried through in New Brunswick was completed on November 19, when a new company was organized to take over the Canada Eastern Railway and various other industries included in the properties of the H. Gibson Company, the new organization to be capitalized at \$6,000,000.

### **Atlantic Transportation.**

At a meeting of stockholders of the Canadian Pacific Railway Company, held

early in the month, a resolution was submitted giving power to the directors to secure, by lease, purchase or otherwise, a line of fast freight steamers to be used on the Atlantic in order to place the business of the company on an independent basis.

It was announced during the month that the improvement of the channel of the St. Lawrence river will be actively pursued by the Canadian Department of Marine during the coming season and better facilities provided for steamers to reach the city of Montreal than ever before. The channel will be lighted by night to make it as navigable as during the day and its depth so increased as to render it safe for navigation to vessels of the largest tonnage.

### Canadian Revenue.

The receipts on Dominion revenue account for the four months of the current fiscal year ended October 31, show a net improvement over the same period of last year of over \$4,000,000. For the four months the balance on revenue account for ordinary expenses is \$9,500,000, or taking capital outlay into account \$6,500,000. The details for the four months are as follows:—

	1901.	1902.
Customs.. . . .	\$10,690,761	\$12,306,807
Excise.. . . .	3,699,261	3,947,357
Post office.. . . .	1,045,000	1,190,000
Public works and railways	2,310,215	2,561,590
Miscellaneous... . .	761,251	938,978
Total.. . . .	\$18,506,490	\$20,944,733
Expenditure.. . . .	11,635,373	11,454,859

The capital expenditure for 1902 was \$2,980,307 compared with \$4,456,070 last year.

During the month of October the revenue was \$5,757,365, an increase of \$799,395 over the same month last year; the expenditure was \$3,477,868, or a decrease of \$74,417 on last year's expenditure, and the capital expenditure was \$1,413,287, or an increase of \$302,925.

### Inland Revenue Returns.

Returns of the Inland Revenue Department covering the fiscal year ended June

30 last were published early in the month, and show that the consumption of spirits per head in the Dominion was 796 gallons, or the largest amount since 1885, when the per capita was 1.126 gallons. The consumption of beer was at the rate of 5.102 gallons, a figure never reached before in the history of the Dominion, being a constant rise from 3.808 gallons in 1898 to the present total. The consumption of wine was small, amounting to .09 gallons. There were 2.204 pounds of tobacco consumed per capita, which was practically the same amount as in 1901. Though a high figure the rate was exceeded in 1874, 1875, 1884, and 1885. The rates of duty per head were: Spirits, \$1.148; beer, \$.133; wine, \$.063; tobacco, \$.55.

The following is a statement of malt liquor manufactured by provinces:—

(1901)—Ontario, 14,051,570; Quebec, 7,362,535; New Brunswick, 480,700; Nova Scotia, 843,066; Prince Edward Island, 44,900; Manitoba, 678,946; North-west Territories, 207,045; British Columbia, 1,439,492. Total, 25,108,254 gallons. (1902)—Ontario, 14,961,140; Quebec, 8,529,155; New Brunswick, 555,475; Nova Scotia, 941,500; Prince Edward Island, 91,450; Manitoba, 780,667; North-west Territories, 276,840; British Columbia, 1,487,540. Total, 27,623,767 gallons.

The quantity of spirits produced during the year was 3,234,147 proof gallons, an increase of 581,439 gallons. The quantity consumed was 2,933,183, as against 2,707,919 gallons for the year previous. There were exported 151,799 proof gallons, being an increase of 3,645 gallons. The total amount of tobacco taken for consumption was 22,677,302 pounds, of which 72,286 pounds were Canadian twist. The raw leaf consumed totalled 10,704,962 pounds.

The following is a comparative statement of the consumption of spirits by provinces:—

1901.	Gallons.	
Ontario.. . . .	1,281,773.48	\$2,464,142 51
Quebec.. . . .	999,912.06	1,900,091 41
New Brunswick.. . . .	67,841.08	126,898 30
Nova Scotia.. . . .	35,576.95	67,596 32
P. E. Island.. . . .	1,035.90	1,968 21
Manitoba.. . . .	153,273.03	291,223 66
North-west Ter.. . . .	15,538.21	29,522 89
British Columbia.. . . .	153,768.69	292,163 22
Totals.. . . .	2,707,919.40	\$5,175,606 58

1902.	Gallons.	
Ontario.. . . .	1,324,365.02	\$2,549,691 70
Quebec.. . . .	1,157,121.25	2,205,538 31
New Brunswick.. . . .	70,478.74	133,911 23
Nova Scotia.. . . .	34,202.21	64,984 17
P. E. Island.. . . .	372.82	708 39
Manitoba.. . . .	185,482.32	352,225 36
North-west Ter.. . . .	17,063.27	32,425 21
British Columbia.. . . .	144,097.32	273,811 12
Totals.. . . .	2,933,182.95	\$5,613,295 49

### Imports and Exports.

If the rate of expansion revealed by the trade returns of the four months ending October 31 continues until the end of the present fiscal year the aggregate foreign commerce of the Dominion will show a gain in the neighbourhood of \$36,000,000. On the basis of imports for consumption and exports of domestic products only, a gain of \$11,878,615 is reported for the four months in question as compared with the same period of last year. The exports exceed the imports by over \$10,000,000. In the following table the details for the four months are set forth:—

#### Imports—October.

	1901.	1902.
Dutiable goods.. . . .	\$ 9,778,697	\$11,529,974
Free goods.. . . .	7,633,758	7,377,128
Total.. . . .	\$17,412,455	\$18,907,102
Coin and bullion.. . . .	769,191	668,266
Grand total.. . . .	\$18,181,646	19,575,368
Duty collected.. . . .	2,719,326	3,189,287

#### Imports—four months.

	1901.	1902.
Dutiable goods.. . . .	\$38,986,078	\$44,700,502
Free goods.. . . .	25,451,090	25,091,040
Total.. . . .	\$64,437,168	\$69,791,542
Coin and bullion.. . . .	2,527,310	1,289,594
Grand total.. . . .	\$66,964,478	\$71,081,130
Duty collected.. . . .	10,543,229	12,123,485

#### Domestic exports—October.

	1901.	1902.
The mine.. . . .	\$ 3,419,773	\$ 3,969,550
The fisheries.. . . .	2,226,762	1,826,688
The forest.. . . .	3,575,788	3,965,767
Animals and their produce.. . . .	8,341,449	7,632,657
Agriculture.. . . .	3,641,910	4,327,729
Manufactures.. . . .	2,025,738	1,907,222
Miscellaneous.. . . .	5,774	10,148
Total.. . . .	\$23,237,194	\$23,639,761

#### Domestic exports—four months.

	1901.	1902.
The mine.. . . .	\$15,546,834	\$13,792,126
The fisheries.. . . .	4,634,372	4,329,628
The forest.. . . .	15,532,919	18,071,834
Animals and their produce.. . . .	24,041,845	28,696,198
Agriculture.. . . .	7,890,171	9,959,181
Manufactures.. . . .	5,713,462	6,239,370
Miscellaneous.. . . .	11,780	45,009
Total.. . . .	\$73,371,389	\$81,133,346

Thus the aggregate trade of the four months amounted to \$152,214,482; or an increase of \$11,878,615. Imports for the four months totalled \$71,081,136; or a gain of \$4,116,658. Exports during four months amounted to \$81,133,346; an increase of \$7,761,957. The excess of exports over imports reached \$10,052,210. The imports of dutiable goods for the four months amounted to \$44,700,502; an increase of \$5,714,424. Imports of free goods for the four months reached \$25,091,040; a decrease of \$360,050. Exports of mine products decreased by \$1,754,708, and fisheries by \$304,744. Exports of forest products increased by \$2,538,915; animals and their product by \$4,654,353; agricultural products by \$2,069,010, and manufactures by \$525,908.

Exports of cheese from Montreal during the present season have been the heaviest on record. Up to about the middle of November, 2,011,832 boxes have been sent forward, as against 1,671,307 boxes last year and 1,969,265 boxes in 1900. Butter shipments totalled on the same date 493,825 packages, which is considerably in advance of previous figures.

The total shipments of live stock from the port of Montreal during the season of navigation were 77,193 cattle, 45,831 sheep and 549 horses, showing an increase of 3,402 cattle, a decrease of 8,708 sheep and a decrease of 6,848 horses, as compared with last year. It is also estimated that fully 20,000 head of Canadian cattle were shipped through the United States ports by American exporters. Canadian shippers are credited with exporting 35,000 more head of cattle and 15,000 sheep. If these are added, it would show

that over 130,000 head of Canadian cattle and over 60,000 sheep had gone out of the country. The harbour revenue from the import and export traffic of the port from the opening of navigation to November 1 shows an increase of \$44,088 over that of the corresponding period last year. The total amount is \$240,534, as against \$196,446 at the same date last year.

### Imperial Trade.

A second report from the Canadian Trade Commissioner in South Africa was received early in the month of November, and goes still further to demonstrate the favourable possibilities of the South African market for Canadian products. The fact that Great Britain is at present getting a very large percentage of the orders from South Africa is regarded as evidence of a tendency on the part of the colony to extend its commercial favours to the members of the Imperial body rather than to foreign states. Various cities and other corporations in South Africa are reported as well disposed towards Canadian manufacturers, and the latter are urged to adopt the methods at present in use by the British and United States concerns in securing orders, namely, the appointment of agents to look after their interests properly. This policy is especially urged upon Canadian manufacturers of agricultural implements. Expenditures in South Africa by governments and municipalities during the next few years are expected to be very heavy and to offer an exceptional field for Canadian commercial enterprise. The Canadian-South African ss. line, it is promised, will shortly be extended to Australia, touching the west coast and passing on to New Zealand, whereas the present Pacific line from British Columbia touches only the east coast of Australia. The second Elder-Dempster ship for South Africa left during the month with a full cargo.

### Domestic Trade.

Canadian domestic trade during November was largely influenced by the open wea-

ther conditions which prevailed until the closing days of the month and which by postponing purchases of winter goods caused, at intervals, periods of comparative dullness, though the general movement of trade, owing to the prosperity of business conditions, compares well with last year. The sorting-up business in the dry goods trade was satisfactory, and the markets for domestic staples uniformly active. The maturing paper of the month was well met, although in some parts retailers were reported a little slow, owing largely to the prevailing delay in the marketing of the grain crops following on the congestion in transportation which has been referred to above. With increased revenues in the agricultural districts, however, and increased earnings in the manufacturing centres, no anxiety is being felt as to the outlook. The approaching close of navigation had a favourable effect on demands for goods for prompt shipment. There were few failures reported. Bank clearings continued to show gains both over the previous month and over November of last year.

A very important feature of the month, in commercial and financial circles, was undoubtedly the stringency in the supply of currency required to transact the enormous volume of business accruing at this season of the year in connection with the marketing of the crops. It has been stated that never in the history of Canadian banks has the demand for money, for legitimate purposes of trade, been on as extensive a scale as during the past few weeks. Many of the banks have reached the limit of their circulation, which is measured by the extent of the paid-up capital and which has never been so large in the past as at the present time. There has, however, been no abnormal rise in money rates in Canada, and the banks, on the whole, have been able to protect all mercantile interests deserving of protection, to furnish the funds necessary to move the enormous increase in the grain crops and to pay the farmers of the North-west the

very large increase in returns which it is estimated they have received as the result of the harvest of 1902. Speculative interests, however, have suffered keenly from the demand for money for mercantile purposes, and the losses in the prices of securities on the stock exchange have been exceptionally heavy during the month, in spite of the continued reports of increased earnings on the part of many of the listed securities, the prices of which were among those most severely affected. The situation in this respect, it is expected, will be relieved with the return of money from the interior.

In connection with the above statement as to the position of the banks and the commercial situation generally throughout the Dominion, reference should be made to the statement of the Dominion chartered banks for September, which showed an expansion of \$5,930,000 over the net circulation for August, and \$12,550,000 over that of the same month last year. In this connection also the announcement that the management of the Bank of Montreal was considering the advisability of increasing the capital of the bank by some \$3,000,000 is significant.

The semi-annual statement of the Bank of Montreal, just issued, shows that for the six months ending October 31, the Bank of Montreal earned \$869,842, which is at the rate of 14.50 per cent per annum. For the corresponding half year of 1901 the net earning amounted to \$711,828, or at the rate of 11.84 per cent per annum, and to \$682,903 for the six summer months of 1900, or at the rate of 11.40 per cent. The net earning for the corresponding period of 1896 amounted to only \$603,350, or at the rate of about ten per cent per annum. A further analysis of the statement shows that the notes of the bank in circulation at this time last year amounted to \$8,308,340, about a million more than for the previous year. This year, however, the circulation has advanced to \$11,289,484. The deposits of the public not bearing interest have increased from \$84,593,973 last year

to \$88,399,303, and the current loans and discounts in Canada from \$60,023,661 to \$66,025,550; the call and short loans in the United States and Great Britain having increased during the same period from \$29,397,548 to \$30,746,657.

### Immigration.

Certain developments which have been reported during November in relation to the immigration movement into Canada are of considerable interest and importance. The record for the month continues to show a normal influx of immigrants from Europe, though on a less extensive scale than was reported earlier in the season. The most widely discussed colonization project of the month, however, was that reported as under process of negotiation between the Commissioner of Crown Lands for Ontario and the representatives of a syndicate of United States capitalists, under the terms of which the syndicate covenants to settle within ten years, upon an area of two million acres of public lands to be granted by the government in New Ontario, some 12,500 families of settlers, representing a population estimated at 50,000 people. The land will be paid for at the usual price of fifty cents per acre, as the settlers take up their allotments, but the government will recognize the right of the syndicate to charge the settler only up to three dollars per acre for the land. The government may discontinue giving land when it seems in the public interest so to do. The syndicate agrees to construct certain leading roads, to pay the settler's transportation to his location, to lend him money to help in the erection of buildings and improvements, and guarantees to introduce only a desirable class of immigrants, it being required that all settlers thus brought into the country become Canadian citizens. The company's operations, it is also to be stipulated, must not interfere with the ordinary influx of settlers under the present colonization bureau.

In further connection with the subject of the colonization of New Ontario, it may

be mentioned that complaints on a considerable scale were registered during the month as to the operations of speculators in the Temiscamingue district, who have succeeded in evading the government regulations on the subject and are thereby compelling the settler to go further back for land on which to locate.

The embarrassment suffered by Ontario farmers in recent years, arising out of the scarcity of labour during the harvest season, is expected to be relieved in future by the measures initiated by the Ontario government, working in conjunction with the Dominion immigration officers in England, whereby the services of young men desirous of settling in Canada may be secured. A system of distribution, through the machinery of the Farmer's Institute of Ontario and other organizations, is being arranged, and applications from those wanting help will in future receive the earliest possible attention of the Bureau of Colonization working under the new plan.

During the month the incorporation of an Italian immigration aid society was actively discussed in Montreal, the object of the organization being to assist desirable Italians to reach Canada and to provide such immigrants with work on their arrival. An endeavour will be made to secure the co-operation of the Italian government in preventing undesirable classes from coming to Canada, and also in seeing that desirable classes come only at suitable times. The society has already secured the promise of material assistance from the government of Italy.

### The Settlement of the West.

A statement of homestead entries for the month of July, August and September, 1902, handed out by the Department of the Interior during November shows material increases over the figures of 1901. The returns are as follows:—

	1902.	1901.
July.. . . . .	2,623	921
August... . . . .	1,922	756
September... . . . .	1,416	566

Full reports for October were not to hand on the date at which the above statement was issued, but the total then received showed 1,914 for October of this year as against 779 of the same month in 1901. This shows an aggregate for the four months of 1902 of 7,875 as against a total of 3,022 for the same period of 1901. The number of homestead entries may be taken as indicating very clearly the progress of actual settlement in the west, as persons making entries for lands actually become settlers and are not in any sense speculators.

The importation of settlers' effects during the last fiscal year also shows, according to reports recently published, a material gain on previous seasons, the increase in settlers' effects from the United States alone amounting to \$1,567,502 over that of 1899. The following table affords a comparison of the past four years in this respect:—

Year.	Total.	From the United States.	From Great Britain.
1899	\$2,895,956	\$2,183,861	\$758,888
1900	3,065,410	2,385,724	657,344
1901	3,740,000	2,915,000	801,000
1902	4,580,000	3,751,363	802,313

### Notes of the Month.

Advices from Skagway early in the month reported the Yukon river frozen and transportation by that route closed for the year.

There are at present 14 manual training schools in operation in Nova Scotia, four of which, those at Kentville, Windsor, New Glasgow and Glace Bay have been started during the present season.

The establishment of schools of navigation in Canada has been much discussed lately, the subsidizing of existing institutions of education in order that they may add navigation experts and professors of kindred subjects to their staffs, being the method chiefly commended.

During the month the city council of St. Thomas, Ont., took over the street railway of that city, the company not having operated it for 60 days, and having thereby forfeited their franchise and given the city the right to take over the property in satisfaction of the \$50,000 guarantee bonds granted by the city.

The executive board of the Canadian Pacific Railway Company at a meeting on November 10, decided to put into effect at once a plan for superannuating old and infirm employees. At the annual meeting of shareholders in 1901, the sum of \$250,000 was voted as a nucleus of a pension fund. Since that date the company has been gathering information with a view of establishing a system of benefits on a practical basis. The conditions under which pensions will be granted are promised for publication shortly.

In November a delegation consisting of representatives of ten of the larger organizations of craftsmen in England visited Canada with a view to investigating Canadian methods of manufacture and labour organization. A thorough investigation will be made by them on these subjects and the findings of the representatives will be published on their return and the reports distributed among the labour organizations and the British public generally. The avowed object of the undertaking is to bring closer together British workmen and employers.

The Marconi Wireless Telegraph Company of Canada, Limited, has secured a charter of incorporation from the province of Ontario thus obtaining rights to operate in Canada. The company is a branch of the British Marconi Company, and is capitalized at \$5,000,000. The company will be the parent company for Canada, and will operate under the patents of Marconi and secure any rights that may accrue out of them. It is proposed to go into land telegraphy early in the development of the system. The charter has been taken out in Ontario because of the greater faci-

ties offered under the laws of that province for the formation of companies.

The annual meeting of the Canadian Bankers' Association was held in Toronto on November 13. In his annual address to the association the president said:—

The year that has elapsed since our last meeting has witnessed a further remarkable expansion in all branches of Canadian trade and commerce, in which the business of banking has had its due share. It has been a year of no untoward incident in the domain of mercantile affairs. The prosperity enjoyed in bountiful measure since 1897 continues unabated, and no clouds are yet perceptible on the horizon, save perhaps an undue and speculative desire for financial expansion to anticipate the profits that still lie in the future. On the contrary, the signs from which encouragement and hope spring are abundant. A bountiful harvest has been safely gathered, particularly in our North-west, and is rapidly being carried to market, thanks to the liberally increased facilities provided for its transportation. Labour is fully employed, manufacturing industries are working well up to their capital, immigration is increasing at a rate which prompts the hope that we are at last succeeding in solving the problem of populating the North-west, new markets for our products are being exploited and old markets enlarged, means of transportation are being supplied and improved. Indeed, were one disposed to dwell on the possibilities of the future in the way of material development and prosperity, the field would afford a vast scope. Railway earnings, clearing house returns, figures of foreign commerce, the failure list, bank statements, in a word, all the tests by which the material conditions of a country are judged, indicate that Canada is experiencing an exceptionally high degree of prosperity.

During the fiscal year ended June 30 last, 260 vessels representing a total of 28,288 tons were built in Canada, an increase of 20 vessels and 6,332 tons as compared with 1901. Of this number 89 were steamers, and 179 sailing vessels, as against 84 steamers, and 156 sailing vessels built in 1901. In 1902 the number of vessels registered was 316, representing 34,236 tons. During the year previous 327 vessels, aggregating 35,156 tons were registered. The figures indicate that the wooden ship-building industry is holding its own in Canada. Twenty steamships were built in Toronto, and eight in Montreal. The sailing vessels came for the most part from the shipyards of the maritime provinces.

## II. REPORTS OF LOCAL CORRESPONDENTS.

During the month of November Mr. Roland A. Laird was appointed a correspondent of the *Labour Gazette* for the city of Rossland, B.C., and district.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month of November has been one of great activity, and the general healthy condition of the labour field has been stimulated by splendid weather. Compared with the previous month, it has been as good, if not better. All branches of labour have been pretty well employed, outside work being still carried on, while the printing trade, which has been very dull for some time past, has awakened, and few printers, if any, are idle. Added to this, the arrival of the ss. *Parisian*, the first of the weekly mail boats, has stimulated commerce, while the arrival of a host of steamers during the latter part of the month, made quite a stir along the water front, and incidentally caused much activity among the longshoremen. The only signs of relaxation apparent, and this can be attributed to the season, is in the plasterers' trade, but the other branches of the building trades report work plentiful. No feature of unrest has developed, and outside of the *Echo-Chronicle* lock-out, which is still unsettled, the outlook is very promising.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture.*—Potatoes, turnips and cabbage, while not more than an average crop in quantity, are very superior in quality. The late spring, however, has had its effect upon the crops of cucumbers, squash, tomatoes and corn, which have been a failure.

*Fishing.*—There has been a little stir in haddock and cod during the past month, but it is not above normal for the season.

*Lumbering, manufacturing and mining* are reported normal.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are very busy. Carpenters and joiners continue active. Lathers and plasterers report relaxed conditions. Painters, decorators and paperhangers continues to be much in demand, although in a few cases the rush is over. Plumbers and gas-fitters are fairly active. Stonecutters are busy, and builders' labourers are very well employed.

*Metal, engineering and shipbuilding trades.*—Iron moulders are very busy. Iron workers and helpers are also well occupied. Machinists and engineers report work normal. Electrical workers and linemen are active. Stove mounters are busy. Blacksmiths and boilermakers report conditions normal. Shipwrights and caulkers report work fair. Horseshoers are very busy.

*Wood-working and furnishing trades.*—Wood workers report work fairly good. Upholsterers are busy. Varnishers and polishers are well employed. Carriage workers are busy. Coopers report work plentiful.

*Printing and allied trades.*—Printers report an awakening from the dull season, and are now active. Pressmen are busy.

*Transport.*—Railway and steamboat transportation is normal.

*Unskilled labour.*—This branch of labour is fairly well employed.

#### DISTRICT NOTES.

*Sydney Mines.*—An increase of 10 per cent has been given the miners at Sydney Mines by the Nova Scotia Steel Company.

*Bridgewater.*—The valuable lumber property of E. Davison & Sons, comprising about 200,000 acres, it is reported, is about to be sold to a New York syndicate. The present output is about 12,000,000 feet of lumber. It is understood that the syndicate will increase the output and establish pulp and paper mills.

## CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, Correspondent*, reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

November witnessed a falling off in the demand for labour which prevailed during October, the principal decrease being in connection with the Hillsborough bridge, certain lines of work having closed for the season. All of the compressed air workers have been thrown out of employment in consequence till the spring comes. The completion of the new reservoir for the Charlottetown water works, the cessation of permanent work on the city streets, the burning of Riley's tobacco factory, throwing 30 men out of employment, and changes in one of the foundries whereby it was necessary to dispense with the services of some of the men, had the effect therefore of turning the scale, heretofore well balanced between supply and demand, in favour of the former. On the other hand, the Dominion Packing Company doubled their staff of employees, and the demand for coopers was greater than the supply. The volume of transportation was also greater than in October, and banks report a busier month. Wholesale and retail trade was also slightly better. Barring increases, ranging from 25 to 100 per cent, given by the Dominion Packing Company to their employees, and an increase to railroad telegraphers, the rates of wages and hours of labour remained unchanged. The harmonious relations existing between employer and employee during the previous month remained unchanged.

### CONDITION OF LOCAL INDUSTRIES.

The *crops* were all gathered in before the last of the month, and fall ploughing and threshing were the order of the day. The potato crop was shorter than last season, but sounder in quality. A large quantity of hops were disposed of during this month at the highest prices obtained for some years.

*Oyster fishing*, practically the only branch of the fisheries prosecuted to any

extent, had to meet the drawback of stormy weather, but prices were unprecedentedly high. During the month fall herring was struck in the eastern sections of the island in fair quantities. The bait freezer at Rustico is nearing completion, and will be the sixth erected on the island by the Department of Marine and Fisheries. Plans and specifications were prepared for a new lobster hatchery on the south side, near the entrance to Charlottetown harbour, and the contract will soon be given.

On the new *Southern Branch Railway*, operations are in full swing, and 25 miles of track are now laid.

The chicken fattening industry, both at the government stations and in the two private plants on the island, has been very active during the month, though the want of cold storage has been greatly felt. By the next direct steamer from Charlottetown to Manchester a shipment of 5,000 pounds of dressed poultry will be made from the government fattening stations.

At the Dominion Packing Company's factory, extract of beef, the first manufactured in Canada, was produced, and the slaughtering of cattle and sheep was carried on to a greater extent than usual.

### CONDITION OF PARTICULAR TRADES.

*Building trades*.—The demand for bricklayers and masons has been confined mainly to the piers on the Hillsborough bridge, culverts on the Branch railway, one large stone mansion and several brick structures. Carpenters and joiners have been busy, chiefly at jobbing, and preparing for winter. Several fine residences in the city and country are receiving finishing touches. Lathers and plasterers have been fairly busy. Plumbers have had a very busy month. Builders' labourers have had a fair share of work.

*Metal, engineering and shipbuilding trades*.—The greater number of moulders and machinists have been steadily employed. Linemen have been busy. Bicycle workers have practically closed down for the season.

*Woodworking and furnishing trades.*—Wood workers, upholsterers, wood carvers, and carriage and wagon makers have been busy. Car builders have been busy. The demand for coopers has been greater than the supply.

*Printing and allied trades.*—Printers have been exceptionally busy. Bookbinders have had steady employment.

*Clothing trades.*—Tailors and garment workers have had an unusually busy month, one of the best on record. Boot and shoe workers have been busy.

*Leather trades.*—It has been a busy month for the leather trades.

*Transport.*—Railroad men have had heavier work this month than last. The railroad telegraphers on the Prince Edward Island Railway have received increases, varying from \$2.50 to \$7.50 per week, as a result of a conference of representatives of the order with the Minister of Railways. Longshoremen, teamsters and truckmen have been busy.

*Unskilled labour.*—There has been a falling off in the demand for this class of labour since last month.

## ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during November showed an improvement over October, and the opening of the winter port business tends to increase business generally. Reports from all over the province are very encouraging. Several new companies are seeking incorporation, and proprietors of boarding houses state that it has been years since business in their line has been so good. Export freight is arriving in large quantities at West St. John, and the White Candy Company has been running day and night for the past two months to supply the demand, and it is likely will have to continue on double time till Christmas. The T. S. Simms Company, Limited, is also working overtime to fill orders for

brooms and brushes. Several of the saw mills have been working two gangs in an endeavour to clear out their logs before navigation on the St. John river closes. Bank clearings for November were \$3,635,216, being \$623,218 in excess of the same period last year and \$698,313 less than October of the current year. The customs reports for November show an increase of \$4,265.67 over the corresponding period last year.

### CONDITION OF LOCAL INDUSTRIES.

Reports from the *agricultural districts* are to the effect that business is quiet. Potatoes have been selling at from \$1.50 to \$2 per barrel; roll butter, 25 cents; eggs, 20 cents; turkeys, 16 cents per pound; chickens, 40 to 80 cents per pair. Farmers are still holding them for better prices.

The *fishing industry* remains quiet, the weather interfering to a large extent.

The *lumbering* prospects are good, although the men and teams are working under difficulties owing to the soft weather. Wages are about \$6 higher per man by the month, and provisions cost more. Men are scarce, and it has been difficult to secure crews.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report conditions dull, carpenters and joiners good, painters and decorators fair. Plumbers, gas and steamfitters continue busy. Builders' labourers are fairly well employed.

*Metal, engineering and shipbuilding trades.*—Iron moulders, machinists and engineers report work good. Electrical workers and linemen are busy. Boiler-makers are steadily employed. Horse-shoers report business brisk.

*Woodworking and furnishing trades.*—Woodworkers and upholsterers continue active; shingle weavers are only partially employed.

*Printing and allied trades.*—Printers and pressmen report work plentiful. Bookbinders are busy.

*Clothing trades.*—Journeymen tailors are working continuously.

*Food and tobacco preparation.*—Confectioners report business as 'the greatest candy year in the history of the trade of Canada,' and have to work overtime to fill orders for the Christmas trade. Cigar-makers are all working, but business is reported only fair.

*Miscellaneous.*—Broom and brushmakers are very busy, the latter working overtime.

*Transport.*—Railroad trainmen, switchmen and trackmen are steadily employed. Freight handlers report plenty of work, the opening of the winter port business giving a boom to this branch. Steamboatmen and firemen are not so busy, some of the boats plying on the river having laid up for the season. Ship labourers report an improvement over last month. Teamsters and carterers are in demand, but the supply is equal to the occasion.

*Unskilled labour.*—Unskilled labour is not so well employed as in October.

#### DISTRICT NOTES.

*Chatham.*—A special meeting of the Board of Trade was held on November 24 to consider the advisability of offering inducements to new industries, and it was decided to advertise that bonuses would be offered to manufacturers to locate in that town.

*Hampton.*—The Macadamite Metal Company, now located in St. John, is contemplating starting business in the buildings formerly occupied by the Ossekeag Stamp-  
ing Company.

*Cain's River.*—Traces of oil were recently found near the mouth of this river, and it is believed that oil strata underly the Miramichi valley. Steps will be taken to induce capitalists to make the necessary borings.

*Mispec.*—The managers of the pulp mill at this place have three gangs of men at work getting out pulp wood at Loch Lo-  
mond, Grand Bay and Grand Lake.

*Moncton.*—Great activity has prevailed in the building trades during the past summer, and contractors, mechanics and labourers have been very busy. About \$100,000 was spent in buildings and improvements.

*Restigouche.*—Letters patent have been granted to the Restigouche Foundry and Supply Company, with a capital stock of \$100,000, divided into shares of \$100.

*Sackville.*—Building operations have been brisker than for several years past, and even at this late season houses are in course of construction.

*St. George.*—Work on the new pulp mill is being rapidly pushed forward. The mill will be 65 by 120 feet, and one story high, with a daily capacity of 25 tons. The building is to be steam heated and lighted by electricity. In addition to supplying electricity for its own use, the company expects to develop about 750 horse-power to be furnished to the granite works, whose water-power they required. If desired, it can also furnish electric lighting for the town. The industry will be operated by the St. George Pulp and Paper Company, composed of United States capitalists.

*St. Stephen.*—Ganong Bros., Limited, manufacturing confectioners, are doubling the capacity of their factory, and making it the largest in Canada. Haley & Sons are making additions to their large wood-working establishment, and are also erecting a storehouse and dry shed on the opposite side of the street. The St. Croix Soap Company is putting in a foundation for a further extension of their main building.

*South Bay.*—A new lath mill is in course of construction at this place by Messrs. Frank, Jordan and William Giggey, and, it is expected, will be in operation shortly.

*Springdale.*—It is believed that a pulp and paper mill will be erected at this place, about three and a half miles above Penobscis, King's county, American capitalists having secured options on properties there.

*Upper Woodstock.*—A crew of men is now employed laying the foundation for one of the buildings in connection with a woodworking establishment. This building will be 100 by 40 feet, and it is expected that the mill will be running at the end of the year. All kinds of hardwood will be used in the manufacture of agriculture implements, &c., and will be shipped via St. John to the English market.

### QUEBEC, QUE., AND DISTRICT.

*Messrs. P. J. Jobin and Edward Little, Correspondents,* report as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour generally has been well maintained throughout the month, although in a number of cases the hours of work per day, as is customary in this city during the first week in November, have been reduced to eight, with a corresponding decrease in pay. Work upon the new electric road in Lévis has stopped until spring, though the elevator is still running.

#### CONDITION OF LOCAL INDUSTRIES.

Construction operations on the *Lévis Electric Railway* have been suspended for the winter.

Winter fares upon *railways and ferries* have been inaugurated during the month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons, carpenters and joiners report a falling off in work, only about half time being worked during the month. Painters report conditions dull. Plumbers and steamfitters were pretty well employed up to the middle of the month, in some cases working overtime. Builders' labourers are slack.

*Metal, engineering and shipbuilding trades.*—The strike in the Terreau and Racine foundry still continues, the iron moulders receiving \$7 per week benefit from the union. The establishment, however, is working and reports no decrease in product, casting three times a week.

though there are only nine moulders working, whereas previous to the strike there were 20. In the shipbuilding trade, work during the month has been intermittent, several steamers receiving repairs, work being night and day while it lasts. The ss. *Iberian* has gone into the graving dock, and will remain there for the winter, obtaining permanent repairs which will necessitate the employment of over 100 men, her bottom being badly damaged.

*Printing and allied trades.*—Printers report trade dull for the season. Bookbinders are fairly well employed.

*Clothing trades.*—Boot and shoe and leather workers are not working full time, but have made a better month than October, and if the present rate of increase continues will have a satisfactory winter.

*Miscellaneous.*—Furriers report plenty of work, overtime being worked in one establishment.

*Transport.*—Steamboat men are being paid off in consequence of boats going into winter quarters. Ship labourers and long-shoremen have made a very good month, the arrival of coal cargoes contributing considerably to this result. Carters and draymen report a good month's work. River steamboats, tugs, lightships and schooners are going into winter quarters, having been kept out much later than in previous years. There is as yet no ice in the river.

*Unskilled labour.*—There has been a good deal of broken time during the month through wet weather.

#### DISTRICT NOTES.

On November 1, the *Jacques Cartier Electric Power Company* entered into its contract with the city to light the streets. The company was awarded its contract five months ago. During the interval over 400 additional poles were erected, and over 100 miles of wire strung. The lamps will require trimming only three times a month, the new process of carbonising dispensing with the services of five men as compared with the old process.

The contract entered into two years ago for the building of the piers and abutments in connection with the new Quebec bridge across the St. Lawrence, was finished on the 18th instant, and everything is now in readiness for the superstructure. The contract called for the construction of two main piers, two anchor piers and abutments, in all 80,000 cubic yards of masonry, at a cost of \$1,000,000 for the entire construction. The superstructure is in the hands of the Phoenix Bridge Company of Philadelphia.

### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

There is little or no change in labour conditions in this district since last month. The demand for labour in most departments continues good, excepting in one or two instances where it is affected by the change of season. Dealers in boots and dry goods report having done a good month's business. Banks also report a splendid month for the season of the year.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* in this vicinity have had a very prosperous year and are receiving top prices for all their products. Hay is selling at \$4 to \$5 a ton; straw, \$3 and \$4; oats, 45 cents per bushel; buckwheat, 50 to 60 cents; peas, 80 and 90 cents; potatoes, 65 cents; turnips, 30 cents; carrots, 75 cents; fresh butter, 25 cents; salt butter, 22 to 23 cents; onions, 75 cents; beans, \$1.75.

Conditions are quiet in the *fishing industry*, as there is only the local demand to supply.

The *logging camps* are now equipped with their almost full complement of hands, wages to experienced men being as high as \$22. All saw-mills are closed since ten days; there have been close on two millions of logs sawed up. Lumbermen have

commenced operations for the season, 1902-3, and are paying wages, say, from \$18 to \$20 per month. Jobbers have to pay from \$24 to \$28 per month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—The building trades are quiet, but for those able to get work the wages are high enough. Carpenters and joiners are not very busy, those who can get work are paid from \$1.50 to \$1.75. Stonemasons, bricklayers and painters are very quiet; they have had much work during the summer, but as the cold season has arrived they will be obliged to lay off for some time.

*Metal, engineering and shipbuilding trades*.—Blacksmiths report great activity, wages are from \$6 to \$10.

*Printing and allied trades*.—The printing trades are doing very well at present.

*Leather trades*.—Workers in leather are nearly all employed and are satisfied with the wages they receive.

*Clothing trades*.—Boot and shoe workers have been enjoying a busy season, and members have lost no time. There has been one large factory in this line in Three Rivers employing one hundred and twenty-five men and women. Wages are satisfactory.

*Custom tailoring*.—Cold weather has stimulated the demand, and good hands are all at work.

### SHERBROOKE, QUE., AND DISTRICT.

*Mr. H. Logie, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during the month of November has been exceptionally good. This has been occasioned by the open weather during the month, as at this time ordinary outside work is pretty well closed down, owing to the snow. There are one or two large building contracts now under way, which are being rushed by the aid of

electric light, as a sufficient supply of masons cannot be secured. The wholesale trade is reported to be very good, although retail merchants complain that business is not very brisk, owing to the comparatively mild weather. There has been no unrest among employees during the month.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have completed their fall work, and in most cases have finished threshing their crops.

Reports from the *lumber camps* state that there is still a scarcity of men, although a considerable advance in wages is offered.

All branches of *manufacturing* are busy, particularly the sash and door factories. The woollen mills report orders very satisfactory, and good weavers find ready employment.

From information received from the *asbestos mines* at Black Lake, it would appear that at Thetford Mines about one hundred and fifty men have been dispensed with, owing to the closing down of some pits on two properties. One of the companies, which discharged about one hundred and twenty men, has offered the men work in the woods. A company, composed chiefly of New York capitalists, has purchased an asbestos property from the Beaver Company at Black Lake, and also the East Broughton mine at Broughton. The new company will erect large mills and install more power.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—All branches of the building trades are rushed just now, and the somewhat unusual sight of stone hewers working by electric light is to be witnessed at the large additions to the head office of the Eastern Townships Bank. Bricklayers are in good demand.

*Metal and engineering trades.*—The metal and engineering trades have been very busy during the past month. It is expected that the Jenckes Machine Company will soon start to extend its present

premises, as the company has applied to the city council to change the existing by-law, under which a bonus was given, so as to allow this work to be proceeded with. This company now employs about 400 hands, and to keep abreast of orders and contracts the plant has been constantly run overtime. During the month this company has made large shipments of engines, turbines, boilers, &c., to different parts of Canada, from the Atlantic to the Pacific. The Rand Drill Company have also had some heavy orders, and a night shift was only taken off the last of this month, after having run for about eight weeks.

*Printing and allied trades.*—Printers report business good.

*Clothing trades.*—The clothing trades are very busy, and the merchant tailors say work is plentiful.

*Food and tobacco preparation.*—Bakers and confectioners are looking forward to a busy season, as there are many social events in contemplation. Cigarmakers report business as being good.

*Unskilled labour.*—Unskilled labour is in better demand at present than for some years past.

#### DISTRICT NOTES.

The papermakers of *Windsor Mills*, employed in the Canada Paper Company's mills, to the number of 65, on Sunday, November 2, joined the paper union.

#### ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET

The labour market has undergone no change since last month. No new employment has been inaugurated during the month. The industries that show the most activity are Hamel & Company's machine shops, where the number of employees has been increased by ten in November. The company reports a good business in Canada and in the United States in pegging

and other machines. Work has been abundant at the Canadian Woollen Mills, and some of the departments, other than those where night work is habitual, have been making extra time. A new machine shop has been started lately under the name of Hebert & Augustin, and a large number of men are already employed. Notwithstanding the open weather, business was fair during the month. The night employees of the picking room at the Canadian Woollen Mills asked the superintendent some days ago to change working hours during the month in rotation with the day gang. The Protective Union, however, having decided otherwise, a deputation was sent to the superintendent to ask for an increase of wages. After interviews an increase of five per cent was granted with a promise that when vacancies occurred among the day men they would be filled by the oldest night employees.

#### CONDITION OF LOCAL INDUSTRIES.

This is the quiet season of the year for farmers. All factories have been running satisfactorily.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The month has not been favourable for bricklayers, masons and carpenters, but joiners have been well employed. Painters have not had a good month owing to the season of the year. Plumbers have been fairly busy.

*Metal and engineering trades.*—Moulders and iron workers have been very busy and conditions promise well for next month. Machinists and boilermakers have had plenty work, as have also electrical workers. Blacksmiths are well employed considering the season.

*Woodworking and furnishing trades.*—Carriagemakers report conditions as favourable.

*Printing and allied trades.*—Master printers have done a brisk business, their employees have had plenty to do.

*Clothing trades.*—Garment workers have had a good month and have many orders in hand. The boot and shoe workers at the Coté factory are working full time, and many of them are working overtime.

*Food and tobacco preparation.*—The employees of the cigar factory have been kept busy. During a certain time they only worked five days of eight hours each during the week, but lately, owing to the abundance of orders, they work on Saturday forenoons.

*Leather trades.*—Tanners and curriers have plenty of work.

*Miscellaneous.*—Clerks and barbers report satisfactory business. The Canadian laundry has much work on hand and employs about twenty hands.

#### MONTREAL, QUE., AND DISTRICT.

*Mr. J. S. Fitzpatrick, Correspondent, reports as follows:—*

#### GENERAL CONDITION OF THE LABOUR MARKET.

The activity of the labour market during the month was exceptional for this time of the year. A scarcity of carters and labourers along the river front caused shipping men considerable trouble in getting vessels unloaded and loaded again for sea.

The starting of work on the C.P.R. Co.'s new shops will give employment to a large number of men during the winter months. The total floor space of the buildings under construction is about 750,000 square feet, or over 17 acres. The passenger car shops, when completed, will be able to turn out 100 new cars per year, and repair 900 old ones. The freight car shops will have a capacity of 25 to 30 new cars per day. The locomotive erecting and machine shops and the boiler shops will have a capacity of 75 new engines per annum, and in addition will be able to repair 400 during the same period. The wheel foundry is designed to turn out 250 wheels per day. Electric transmission of power will be used throughout, with individual machine and

group motors in the several shops. The sizes of the buildings are as follows:— Freight car shop, 540 feet by 107 feet; planing mill shop, 500 feet by 127 feet; cabinet shop, 290 feet by 62 feet; hardware storage and upholstering shop (two storeys), 290 feet by 62 feet; passenger car paint shop, 672 feet by 100 feet; passenger car erecting shop, 672 feet by 100 feet; truck shop, 432 feet by 82 feet; car machine shop, 288 feet by 310 feet; blacksmith shop, 610 feet by 130 feet; gray iron foundry, 380 feet by 125 feet; machines and locomotive erecting shop, 900 feet by 160 feet; boiler shop, 300 feet by 120 feet; frog shop, 250 feet by 100 feet; drying kiln, 250 feet by 100 feet; power house, 100 feet by 120 feet; office, 110 feet by 60 feet, making a total of about 750,000 square feet. It is estimated that by the time the machinery is installed a million dollars will have been expended in their construction.

Trade conditions and prospects continue satisfactory. Activity is reported in footwear, especially for rubber goods. Spring orders for boots and shoes are said to be coming in well, and November was a fairly busy month in leather as regards local demand, while export business in sole leather continues active. Wholesale and retail fur dealers report this the busiest season they have had for years. Dry goods retailers report excellent sales on fair days, and wholesalers in this line are very well satisfied with the trade that is doing. Most of them are preparing for stocktaking, and profess to look for results better than the average. In groceries there is active despatch of goods by river steamer and rail, and brisk demand is still being experienced for heavy metals, paints and hardware. Stocks of pig iron are very low, with a good many inquiries from outside points, and it is feared that some of the small foundries will be seriously incommoded owing to the difficulty of getting supplies.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers' and masons report trade fair and prospects good for the winter months. Carpenters and

joiners are still very busy, and will be fairly well employed for the next three months. Lathers and plasterers report trade good, and all members employed. Painters and decorators, while being fairly well employed, complain of their wages being low in comparison with the rate paid in other branches of the building trade. Plumbers, gas and steamfitters are having an unusually busy season. Several employers are unable to secure sufficient help to execute the work they have agreed to perform in a certain time. Builders' labourers report trade very brisk for this time of the year.

*Metal, engineering and shipbuilding trades.*—Iron moulders and coremakers report sufficient employment for all their members. Boilermakers are also working steadily, and expect considerable overtime during the month of December, owing to the large amount of repairing to be done and new engines to be built. Machinists and engineers report plenty of work, all members employed and the prospects bright for the future. This is the busy season for horseshoers. At present they are working night and day.

*Woodworking and furnishing trades.*—Carriage and wagon makers are working overtime. Coopers report trade very busy at present and a scarcity of help. Upholsterers report plenty of work.

*Printing and allied trades.*—Printers report trade conditions improving, and very few out of work at present, with prospects of all members finding employment during the month of December. Bookbinders are fairly well employed.

*Clothing trades.*—Custom tailors and garment workers report an exceptionally busy year, with a steady demand for labour at high wages. Cap makers are working full time. The boot and shoe workers have started work on very brisk lines, and expect to be kept busy during the winter months.

*Food and tobacco preparation.*—Bakers and confectioners are all employed, and

have had a good month repairing and manufacturing food for the holidays. Butchers and meat cutters report trade good, and considerable improvement over this time last year. Ice cutters and drivers report trade slack.

*Leather trades.*—Tanners and curriers report trade good. Leather workers are very busy. Trunk and bag makers are also having plenty of work.

*Miscellaneous.*—Delivery employees and furriers are busier than ever before at this time of the year, and will continue so for the next six weeks.

*Transport.*—Conductors, engineers, firemen and other railroad employees report trade extra busy, and prospects are that it will continue so for some time yet.

## HULL, QUE., AND DISTRICT.

*Mr. Rodolphe Laferrière, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

In spite of the fact that Gilmour & Hughson's saw mills were closed down in the course of the past month, thus depriving at least three hundred people of their usual employment, it cannot be said that the labour market has materially relaxed from the previous month's activity. Other causes, such as the closing down of smaller country mills, and of mines of secondary importance in the country may have caused a certain dullness in the labour realm in some places, but such was not the case generally. Common labour gets 14 cents and 15 cents per hour for a nine hour day, which is sufficient evidence of the condition of the market.

A new industry, that of the manufacture of indurated fibre ware, will be started within a month in connection with the Eddy establishment in Hull. A new and economical process has been invented and patented by the concern by which considerable labour and time will be saved in turning out the goods. Fifty hands will be employed. Particular activity is shown in

lumbering, which goes to explain the persisting good condition of the labour market, although the shutting down of saw mills threw out so many hundred men. These found ready engagement in the shanties at wages the best that were ever paid in the Ottawa district. The construction of Fraser & Sons' large saw mills at Deschênes, about four miles from Hull, is going rapidly forward, so that the mills will be ready for operation next June. At least three hundred people will find work there.

### CONDITION OF LOCAL INDUSTRIES.

*Pulp manufacturing* is still the main source of employment. No new factories are being started. The Eddy Company turns out 100 tons per 24 hours. Their employees are paid all the way from \$1.25 to \$3.50 per day.

*Mining* is quiet. The Quebec government inspector was here during November and reported conditions quiet, even in mica, with little prospects for a near betterment, and no new discoveries.

*Boat building and repairing* in the Hull docks will employ a large number of carpenters, caulkers, whipsawyers and blacksmiths.

### CONDITION OF PARTICULAR TRADES.

Following is a schedule of wages paid in the principal trades in Hull:—

*Building trades.*—Bricklayers and masons, \$2.75 to \$3 per day; carpenters and joiners, \$1.50 to \$1.75 per day; lathers, \$2; plasterers, \$2.50 to \$2.75; painters, decorators and paperhangers, \$1.50 to \$1.75; plumbers, \$2; stonecutters, \$2.75 to \$3; and builders' labourers, \$1.25.

*Metal engineering and shipbuilding trades.*—Linemen, \$1 to \$1.10; blacksmiths, \$2; ship builders, \$1.75 to \$2.25; shipwrights and caulkers, \$2 to \$2.50.

*Woodworking and furnishing trades.*—Those employed in this class of work receive from \$1.50 to \$1.75 per day.

*Miscellaneous.*—Barbers receive from \$8 to \$10 per week.

*Unskilled labour.*—Unskilled labour receives 14 and 15 cents per hour for a nine hour day.

During the month a local lodge of the International Papermakers has been organized with sixty members. William Smith, Hull, being president.

The Hull Licensed Victuallers Association has also been organized, with Mr. A. Z. Trudel, president, and W. H. Brunel, secretary.

#### OTTAWA, ONT., AND DISTRICT.

*Mr. T. W. Quayle, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

November was an unusually quiet month in Ottawa, a fact due to the remarkable mild and open weather. Trade as a whole was quiet, that portion of it depending upon farmers being dull. The bad roads prevented the farmers from coming to market, and complaints were general as to the effect on business. The labour market also changed considerably, especially in connection with the out-door occupations, men being thrown out of employment by works shutting down for the winter. To the labouring men, however, prepared to accept any kind of manual labour, there were abundant openings for work, more particularly in the shanties.

##### CONDITION OF LOCAL INDUSTRIES.

\* The great bulk of the men for the *lumbering trade* has been sent into the shanties, and it is estimated that from 7,000 to 8,000 men have been engaged in Ottawa and the Ottawa district for this season's works. This indicates a largely increased output of lumber next year, and reveals a general hopefulness among lumbermen as to the future. As regards wages and expenses on the limits, a record mark has been reached, and the outlay of money will be considerable. While the usual supply of logs for lumber for the Canadian and United States markets will be taken out, it is said that there will be a largely increased quantity of square timber cut for

export to Great Britain. The pulp and paper trade was busy.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades have had a quiet month, the general bulk of the work for the season having been finished. While a certain amount of building is in progress, it is not sufficient to give steady employment. The conditions prevailing, however, are natural to the season, and do not constitute any unusual situation.

*Printing and allied trades.*—The printing trades were steadily employed.

*Clothing trades.*—The clothing trades were somewhat quiet during the earlier part of the month, owing to unseasonable weather, but conditions brightened towards the end of the month, and prospects are fair for a big Christmas and early winter trade.

*Miscellaneous.*—Furriers were busy rushing out early placed orders, and trade was good.

*Transport.*—All railway men were kept busy, the transportation traffic, especially freight, being very heavy.

#### KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been fully employed during the month, and the continued abundant supply of labour and the opportunities of employment are remarkable as compared with other years. Municipal work is being carried on later than usual; also work in the building trades, many cellars being excavated now so as to be in readiness for next season's operations. Transportation is exceptionally brisk, caused largely by the handling of coal, &c. The retail and wholesale trade reports increased business in nearly all lines. There has not been any changes in the rates of wages during the month. The striking machinists are still out from the Canadian Locomotive Works.

No new strikes have occurred. Considerable difficulty has been occasioned by the demand of the longshoremen for an increase of five cents per ton more for unloading coal than the price agreed upon at the opening of the present season. The dealers have paid the amount under protest. There has been a general movement here looking to the abolition of the toll-gate and market fees in this city and district, with a view to increasing the volume of trade. There is also a movement looking to the stopping of the evening classes in technical education at the Collegiate Institute on account of lack of interest. No well defined reasons have as yet been adduced for the falling off in attendance. On November 7, the Trades and Labour Council passed a resolution asking for the abolition of the bonusing system to manufacturing concerns throughout the province, and of the property qualification for alderman and mayor. About November 10, the Board of Health and the Trades Council passed resolutions looking to the appointment by the city of a sanitary plumbing inspector. The matter is now under consideration. The car works here, which formerly employed many men, is being closed up and the workmen are being distributed at different points. The firm of Davis & Co., conducting a private dry dock, has asked to be relieved from the unfair list compiled by certain unions. The necessary steps to this end are being taken. The government dry dock here has had an extremely busy season. The engineering building in connection with Queen's University, costing \$35,000, was completed during the month. During the month an agricultural association for the County of Frontenac was formed here, Anthony Rakin, Collins Bay, being elected secretary.

#### CONDITION OF LOCAL INDUSTRIES.

*Agricultural pursuits* are stopping with the approach of winter.

*Fishing* is also carried on less extensively.

*Lumbering* prospects for the winter are exceedingly bright.

*Manufacturing* and mining are brisk.

*Railroad construction* and employment is booming in this district. A gang formerly employed on the northern portion of the K. and P.R.R. is now engaged in reconstructing the road-bed, &c., in this vicinity.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—All branches of the building trades are as yet nearly fully employed.

*Metal, engineering and shipbuilding trades.*—The metal, engineering and shipbuilding trades are doing a large business. On November 30, over 60 machinists, mostly Germans, were imported by the Canadian Locomotive Works Company to take the places of the machinists who are on strike.

*Woodworking and furnishing trades.*—The woodworking and furnishing trades are all rushed.

*Printing and allied trades.*—Printers are busy. In addition to regular press work, catalogues and Christmas novelties are being largely issued.

*Clothing trades.*—The advent of winter weather has increased business in the various branches of the clothing trades.

*Food and tobacco preparation.*—Persons engaged in the preparation of food, tobacco, cigars, &c., report a good trade.

*Leather trades.*—Leather workers report a slight improvement in business.

*Transport.*—Those engaged in the transport business report the best fall trade in years past. The end of the great coal strike, the openness of the season, and the general prosperity account for this.

*Unskilled labour.*—Unskilled labour continues to be in good demand.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The month of November has shown a falling off in the demand for labour, especially in the building trades and for common labour. Merchants report a good month for business, however, trade being better than the corresponding month of last year. Banks also report a big month's business. The various industries report a good month, with plenty of work ahead. Many men find employment packing apples for the English and German markets. There were no changes in the rates of wages reported, and there have been no strikes or lock-outs in this district during the month.

## CONDITION OF LOCAL INDUSTRIES.

*Farmers* are enjoying an era of prosperity, having received better prices this year than in some years past. Cheese is selling at 12½ cents a pound, which is the highest price received in several years. The good weather has enabled much fall ploughing to be done.

*Fishing* has been active so far this season. A great many whitefish were caught in this locality and found a ready market at ten cents per pound.

A large number of men from this district left during the month for the *lumber camps*. The wages this year are higher than last year.

In North Hastings, *gold and arsenic mining* is in full operation, and a large number of men are being employed.

## CONDITION OF PARTICULAR TRADES.

*Building trades*.—Bricklayers and masons are about through with their season's work. They report a better season than last year. Carpenters, lathers and plasterers are still employed, but are not as busy as in October. Painters and paperhangers are busy, and report the season an exceptionally good one. Plumbers, gas and steamfitters report a good month. Gasfitters are very busy. Stonecutters report a good season. A local firm has received a contract for supplying curb stone for the

Lachine canal from the Dominion government. They expect to be busy for the next three years.

*Metal and engineering trades*.—Iron moulders report a busy month. Core-makers also report a good month. Metal polishers and brass workers report a busy month.

*Woodworking and furnishing trades*.—The woodworking and furnishing trades report a good month.

*Printing and allied trades*.—The printing and allied trades report a dull month.

*Clothing trades*.—The clothing trade for the month has been a very large one. Tailors report a big month's business.

*Food and tobacco preparation*.—Cigar-makers report a good month. Butchers report a good month's business.

*Miscellaneous*.—Barbers report a good month's business.

*Transport*.—Railroad employees report an increase in work for the month. Dock labourers report a busy month owing to shipments of coal having recommenced.

## DISTRICT NOTES.

The stone quarries at *Crookston* will not close down this winter, as in former years, owing to the amount of work on hand.

Work on the interior of the new post office at *Deseronto* is now going on.

The *Bay of Quinte Railroad* is to be extended to *Tweed*.

## TORONTO, ONT., AND DISTRICT.

*Mr. Phillips Thompson, Correspondent*, reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The conditions as to employment noted during the last few months continue to prevail, excepting as modified in some branches by the change of season. The demand for labour in the staple branches of industry is good, and in many lines activity has been stimulated by the near approach of the holiday season. In some de-

partments the supply of skilled mechanics is not up to the requirements of employers. Everything points to a busy and profitable winter season and the steady increase of manufacturing enterprises. Prominent among the larger of such undertakings on foot is that of the Toronto Steel Company, which is in negotiation with the city authorities to secure an extensive site for their works in Ashbridges Marsh. They ask for ten acres, four of which is to be filled in and made solid land, a railway switch to be laid into the property and Keating's channel to be dredged so as to make it accessible by water. They propose to erect buildings to the value of \$100,000, and to pay \$60,000 per year in wages. The company will pay a limited rental for a thirty years' lease of the land and taxes on a fixed assessment. The scheme has been favourably received and the company expects to have its works in operation by March 15. A large pork-packing factory is to be erected at the corner of Queen and River streets. The Grand Trunk Railway is about to begin the construction of new freight sidings and sheds on the site of the old Parliament buildings now being torn down. Plans of the work are being prepared and tenders will be called for shortly. The facilities are being provided for handling an enormously increased traffic. The harvesters who went to work in Manitoba and the North-west have generally returned home, and, as a rule, expressed themselves satisfied with the treatment received and the results of their trip.

#### CONDITION OF LOCAL INDUSTRIES.

*Manufacturing* is brisk in nearly all lines, more especially in those devoted to supplying seasonable demands. The freight blockade, owing to the difficulty of obtaining cars, has been somewhat of a drawback, as has also the shortage in some lines of skilled labour. Some manufacturers have been unable to fill orders on time.

The *railroads* are showing great activity in endeavouring to meet the vastly increased transportation requirements necessitated by the heavy grain crops and the

general increase in the industrial output. As an illustration of the pressure on their resources it may be mentioned that in the 24 hours from noon on Sunday, the 23rd, until the same hour on Monday, no fewer than 1,640 cars of freight were moved by the Grand Trunk Railway at the York yards.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The inclement weather of the latter part of the month has seriously interfered with out-of-door work. Otherwise much activity prevails, as many large contracts are being proceeded with. There is a good demand for bricklayers and stonemasons, and also for first-class labour. Carpenters are generally well employed. Painters find work rather more slack than last month. Plumbers, gas and steamfitters are all busy.

*Metal, engineering and shipbuilding trades.*—The month has generally been an active one in connection with these trades. There are few men out of work, and prospects for the winter are generally regarded as satisfactory. The difficulty between the Metallic Roofing Company and their employees has assumed a new phase. It is claimed by the sheet metal workers that the work done by the company on the St. Lawrence market is defective, on account of having been done by incompetent men, and pressure is being brought to bear on the civic authorities to take the matter up. Jewellers and silversmiths find trade good, and expert workmen much in demand. Some establishments are running at night to fill orders.

*Woodworking and furnishing trades.*—Woodworking machinists are all engaged, with a steady demand for competent men. Varnishers and polishers have had a very good month, and consider conditions better than last year. Picture-frame makers and box makers have plenty of employment. Cabinet makers report a fair average, and an improvement in the situation as compared with 1901. They are of opinion that the shorter work day has had the

effect of increasing the demand for workmen. The piano workers have severed their connection with the Amalgamated Woodworkers' Council and become affiliated with the International Piano and Organ Workers' Union. The recent fire in Ottawa, which destroyed a number of pianos, has stimulated the industry here and work is abundant.

*Printing and allied trades.*—The printers state that their trade is a little dull at present, but somewhat better than last year at this season. Women bookbinders have accepted the settlement of the difficulty between them and their employers, by which they receive increases of pay amounting to from ten to fifteen per cent.

*Clothing trades.*—Custom tailors report trade fair, but hardly as good as last season, probably owing to the continued mild weather. They anticipate plenty of work next month. Garment workers have had a good month. Boot and shoe workers are experiencing especially favourable conditions at present. Help is scarce in most departments, cutters being particularly in demand. Stockmen, fitters and vampers are also sure of work, and wages are good.

*Food and tobacco preparation.*—Bakers and confectioners are fully employed, and will be very busy until after the holiday. Cigarmakers have abundant employment.

*Miscellaneous.*—Furriers are very busy, and likely to be so for some time. A case of interest to barbers was disposed of on the 12th, when Hudson Joy, of the Rossin House barber shop, was found guilty of a breach of the Ontario Shops Regulation Act by allowing his assistants to shave on Sunday. He was convicted and remanded for sentence as a warning. Bartenders are nearly all actively employed, and are extending their union, which has now nearly 200 members. The recently formed retail clerks' union is receiving numerous accessions.

*Transportation.*—All classes of employees connected with land transportation are exceedingly busy. The longshoremen's

union has had a considerable accession to their membership, by the amalgamation with their organization of the Ship Labourers' Union.

The gardeners and florists, brick workers and tile setters have organized unions in connection with the Toronto District Labour Council. On the 21st the Women's International Union Label League was organized with Mrs. May Darwin as president, having 25 charter members. Its object is to secure the co-operations of women in the movement for the recognition of the union label.

#### DISTRICT NOTES.

*Toronto Junction.*—The new piano factory now under construction by Heintzman & Co., as an addition to their present establishment will be four stories high, 50 by 80 feet in size, and will be practically an extension of each flat in the old building. The estimated cost is \$20,000. When the work is complete the firm will be able to turn out 2,000 pianos per year, and will increase their staff from 250 to 300 or 350 men.

The new union stock yards, the completion of which is being rapidly proceeded with, provide a total floor space of ten acres under roofing. The upper floors are devoted to sheep and the lower to cattle. Accommodation will thus be provided for six thousand sheep. Tie-up accommodation for 150 cars of cattle will be afforded, and a horse exchange with stabling capacity for 1,200 is provided for in the plans. Large buildings suitable to the hog trade are also being constructed.

*North Toronto.*—Business at the Davisville Pottery is extremely active, and considerable improvements are being made in the plant.

*Markham.*—Extensive additions have been made to the *Markham Woollen Mills*, nearly doubling their capacity.

#### HAMILTON, ONT., AND DISTRICT.

*Mr. Samuel Landers, Correspondent*, reports as follows:—

The employment of labour generally during the month has been exceedingly good until the latter part of the month. With the exception of outside construction work, the month will compare favourably with October. The establishment of several new industries, which will mean the employment of several thousand skilled and unskilled workmen, is the most encouraging feature of the present time. The Dominion Cotton Belting Company will employ over one hundred people. The new building will be 50 by 150 feet and two stories high. The Deering implement works are constantly increasing their number of buildings. The malleable iron foundry will be 85 feet wide by 940 feet long, and 3,000 hands will be employed. Twenty tons of English glass is being used in the construction of the building. The Massey-Harris extensive works, the Jolly & Sons' harness shops, the Hamilton cotton mills and the bridge works are about completed. During the month the city council decided to charge manufacturers for water used, in addition to meter rent. A new knitting mill has been started in the city, called the Ellis Knitting Company. The building formerly used by the Howell Lithographing Company has been purchased, the later company moving into its new building. During the month the Henry Kuntz Brewing Company, Limited, of Hamilton, was incorporated, with a capital of \$100,000. The shareholders of the Sun Oil Company are considering the increase from \$50,000 capital stock to \$100,000. The stock of the liquidated Harvey Norman Spice Company is advertised for sale. The assets are estimated at \$3,000. Two vessel owners who brought hard coal to the city for the R. O. & A. B. Mackay Coal Co., have brought suit for loss of demurrage of 347 tons, which were left behind at Cleveland, owing to shallow water at defendants' docks. The plaintiffs seek to recover \$1.25 per ton and also \$75 per day for each boat demurrage. Both wholesale and retail business in nearly every branch has been very brisk during the month. At a recent meeting of the Hamilton Trades

and Labour Council there were resolutions declared in favour of the reduction of the property qualification for aldermen; in opposition to the bonusing of industries, and in favour of the repeal of the Connée Bill.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture* is dull at this season of the year.

The only kind of *fish* caught to any extent in this vicinity is herring, of which this has been a very fair season. One fisherman of Port Dalhousie secured over two tons on one trip. The latter part of the month complaints were general of the scarcity of herring on this side of the lake.

*Manufacturing* is being extensively carried on in all lines. Bricks are still quoted at \$8 per thousand, and many thousand are being sent to the city from outside quarters.

Large gangs of labourers, trackmen and bridge builders are at work double tracking the G.T.R. between here and Niagara Falls. The work is finished between Hamilton and Jordan. A large new steel bridge is being put in at Jordan, said to be the largest in Canada. The Hamilton Radial Electric Railway has begun to grade the extension of the road from Burlington to Oakville, so as to be able to start track-laying in the spring. A large bridge will be built at Bronte.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Work in the building trades has been exceptionally busy this month. So great was the demand for bricklayers that a number were brought from other places. On the 25th of the month a new scale of wages went into force. The general raise is from 35 cents an hour to 40 cents an hour, except in the case of sewer bottomers and chimneymen, who get 45 cents, this work being classed as extra hazardous. Carpenters are also in great demand, as are painters, plumbers and sheet metal workers.

*Metal, engineering and shipbuilding trades.*—Iron moulders, same as last

month, very busy. Iron workers in the steel plant rolling mill and smelting works are all well employed. Iron construction work, such as building frames, bridges, &c., gives the structural iron workers plenty to do. Horseshoers are fairly busy. During the month the shoers adopted a new scale; all but two shops met the demand, and from these two shops the union men withdrew. The increase in wages asked and gained was from \$9 to \$11 per week for shoers, and from \$10 to \$12 a week for smiths.

*Woodworking and furnishing trades.*—The woodworking trades, furniture fixtures, &c., have been fairly busy.

*Printing and allied trades.*—The printing trades have enjoyed a very good month.

*Clothing trades.*—Journeymen tailors and garment workers are now in their busy season, and all operatives are well employed. Hatters' work has been very fair during the forepart of the month, but owing to another misunderstanding the union hatters employed by the Royal Hat Company quit work on November 8, and have not as yet returned.

*Food and tobacco preparation.*—Bakers and butchers, wholesale and retail, are very busy. Cigarmakers report an excellent month for the trade.

*Leather trades.*—Leather workers have had a fairly busy month. The strike of six men in one shop is still on.

*Miscellaneous.*—Barbers are all well employed. Broom makers are very busy.

*Transport.*—Railroad employees, steam and electric, are all well employed. Long-shoremen are doing much better this month than last, as considerable hard coal is arriving by boat.

*Unskilled labour.*—Unskilled labour has had a very successful season and just closed a good month. Forty miles of cement sidewalk have been laid this year by the city under the day labour system, unskilled labour receiving eighteen cents per hour. During the month the pay of the city fire-

men was raised on an average of \$5 per month.

#### DISTRICT NOTES.

*Dundas.*—Work in town is generally brisk, and several new industries are under way. The Bertram machine shops are very busy turning out new machinery for Hamilton's new industries. The Mill Properties Company, of Dundas, has been incorporated, with a share capital of \$25,000; also the Canadian Cash Register Company, with a share capital of \$50,000. The old screw factory is about to be turned into a felt works, and many hands will be employed. The Seating Company, garment workers, and moulders are fairly busy.

*Beamsville.*—The Beamsville Pressed Brick Company cannot get enough cars to haul away the products of its establishment. The factory is working full force, night and day, trying to fill the demands for bricks. It has orders from all parts of the province, and has now several carloads ready for shipment.

*Grimsbey.*—A number of men were laid off at the evaporator during the month. There is enough work on hand, however, to keep the present staff going until January 15. About 900 bushels of apples are being evaporated daily, and there are about 30,000 bushels in the bins. The plant now employs seventy hands, and the pay roll amounts to about \$400 each week.

*Port Dalhousie.*—According to reports received at the Fishery Department, the herring catch this year has never been surpassed. During the early part of the month around Port Dalhousie herrings, it is said were particularly abundant. The fish taken out average about two tons to a thousand yards of net, and the price, two cents per pound as they come from the net, is satisfactory. The rubber workers here sent a delegate to Washington, D.C., to a convention of rubber workers to form an International Union in affiliation with the American Federation of Labour.

*St. Catharines.*—This city has been very busy during the month. The carpenters' strike on the Hedley Shaw Milling Company's new buildings has been amicably adjusted. The Thorold carpenters joined the St. Catharines local union. Another union was formed among the saw operatives, called the saw workers, also a union of agricultural implement workers and metal polishers. There are now twenty-three unions in this place. The six canning factories doing business in St. Catharines have agreed to pay the growers of tomatoes an advance of five cents per bushel for next year's crop. In the past the growers have been getting twenty cents per bushel, but next year they will receive 25 cents.

#### BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been the busiest November that workmen in Brantford have known for a number of years. In the manufacturing trades a number of employees of the following factories have been working overtime:—The three agricultural factories, engine works, carriage works, malleable iron works, wagon works, Schultz Bros., and William Paterson & Son. In the building trades equal activity has prevailed. Aside from the great number of private residences in the course of erection, the past month saw the starting of the new public library, a large fruit wholesale house, the car house for the Grand Valley Electric Railway Company, and a large addition to the former plant, and the new factory for the Cockshutt Plough Company, the contract price for which alone is \$110,000. Large shipments of manufactured products and of apples are evidences of commercial activity. Merchants also report a brisk month, although in some cases colder weather would have increased the volume of trade. Amicable relations between employers and employees continue.

##### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have been busy during the month, even the high prices offered for cord wood drew very few from their farm work. Large shipments of apples, the root crops and fall ploughing have kept them very busy.

The Grand Valley Electric Railway Company has finished laying the rails between Brantford and Paris. The Toronto, Hamilton and Buffalo Railway Company has completed the extensive improvements on this section of the road. The Grand Trunk Railway Company is waiting on bridge material. It is not definitely known when the 'cut off' will be completed.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons and plasterers have had steady employment, and report plenty of work ahead. Outside and inside carpenters have been fully engaged, inside men are working overtime. Painters and decorators report plenty of work. Plumbers, gas and steam-fitters have worked full time.

*Metal and Engineering trades.*—Iron and brass moulders and coremakers report a busy month in all the shops. Many machinists and engineers have been working overtime. Electrical workers are rushed with work. Metal polishers and platers report steady employment. Blacksmiths and boilermakers, tinsmiths and sheet metal workers have been very busy during the month.

*Woodworking and furnishing trades.*—Carriage and wagon makers have been working overtime. Pattern makers and millwrights have had plenty of work, and coopers have had a fair month.

*Textile workers.*—Woollen mills operatives have had a steady month. Overtime has been worked in the shipping departments.

*Printing and allied trades.*—Printers and pressmen have had steady employment.

*Clothing trades.*—Journeymen tailors report a fair month.

*Food and tobacco preparation.*—Bakers and confectioners report a brisk trade. Cigarmakers and tobacco workers have had a fair month.

*Leather trades.*—Saddlers report a brisk trade at present.

*Miscellaneous.*—Barbers, clerks and delivery employees have had steady employment. Furriers, hotel and restaurant employees and laundry workers have all been actively engaged.

*Transport.*—Street railway employees have had steady employment. Carters, draymen and teamsters continue to be busy. Cab drivers and hackmen have had a very successful month.

*Unskilled labour.*—There has been ample employment for all who desired work.

#### DISTRICT NOTES.

*St. George.*—Large shipments of turnips, apples, sugar beets and flour have been made during the month. Considerable delay has been experienced on account of the inadequate supply of cars.

*Paris.*—The scarcity of houses for mechanics coming to work in the new factories is still a serious question. It is expected that the new plough factory will be running in about a month. There are no men idle in the town who desire employment.

#### GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the month the labour market has continued in the healthy condition reported for October. All classes of work people are steadily employed and wages are good. There is a continued scarcity of unskilled labour required on the work of the new sewerage system and in other ways, which has raised the rate to \$1.75 for nine hours. This is being paid for out-door labourers, and is the highest uniform rate ever paid here for the same class of work. Business of all kinds is good, except in the clothing

trades which have been affected by the mild weather. Sir W.C. MacDonald, of Montreal, who donated \$125,000 for new buildings at the Ontario Agricultural College, has increased the grant by \$25,000 owing to the increased cost of labour and materials. Work has now commenced and the buildings are expected to be completed by next August. The erection of the Carnegie library, and also the new tube works, has been started. There is a general feeling of hopefulness among work people, and little unrest of the labour market at present.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have now nearly completed their threshing, and an abundant yield is assured. Many farmers in this neighbourhood commenced this year to grow sugar beets, but there is a general dissatisfaction owing to the amount of work required and also because this was a poor year for the crop.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades have had a most successful season. An estimate of building operations for the year shows \$270,000 worth of new buildings and alterations. Bricklayers are still busy, but there is a falling off of employment for masons. Carpenters and painters are well employed finishing up the season's work. During the month some trouble existed in a small painter's shop owing to the employment of a non-union man. Builders' labourers are scarce, and are receiving \$1.75 per day.

*Metal and engineering trades.*—Iron moulders and machinists are busy, with the exception of those employed in the cream separator shops, a slight slackness owing to the season being noticed there.

*Woodworking and furnishing trades.*—Woodworkers report a demand for men. Upholsterers are very busy, and report trade good. A new factory to make frames for this trade will shortly be started. Carriage workers have now started in spring work with the prospects of a good season.

Organ and piano workers are busier than last month, especially in the organ factory.

*Printing and allied trades.*—The printing trades report a good month's business with no idle men.

*Clothing trades.*—The mildness of the weather has to some extent affected tailors, and business is quieter than usual at this season.

*Food and tobacco preparation.*—Cigar-makers report trade good.

*Miscellaneous.*—The approach of the winter fair and the Christmas season makes an improvement for barbers, hotel employees, delivery employees, &c.

*Unskilled labour.*—There is an active demand for unskilled labour on the sewerage system, and \$1.75 per day is being paid.

#### STRATFORD, ONT., AND DISTRICT.

*Mr. M. H. Westbrook, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the past month labour has been well employed in all lines. A scarcity of bricklayers and masons was reported owing to the efforts made to complete two new factories before winter sets in. The new Globe Wernicke Furniture and Specialty Company having completed its factory, is installing the machinery and engaging hands. The Kemp Company's factory is also about completed; besides having a large number of local orders on hand, the company has also received orders for a large shipment to be made to Great Britain in March next. A by-law will shortly be submitted to the ratepayers granting certain privileges to a company which proposes to erect a biscuit factory to cost at least \$45,000 and to employ one hundred hands. Most of this stock is being subscribed locally, and, should the by-law carry, building operations will commence at once.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are very busy drawing in wood as high prices still prevail. Coal being

still very scarce, hardwood is fetching \$8.50 per cord, soft wood being \$6 per cord. A large quantity of apples has been shipped to England from the surrounding country. Packers paying \$1 per barrel for the best varieties.

The *Grand Trunk Railway shops* are now running nine hours per day each day of the week, from 7 a.m. till 5 p.m., which is one hour less than the summer schedule. A junior and senior class in mechanical drawing is being conducted during the winter in connection with the works, for the benefit of the apprentices, no charge being made for tuition.

All other *factories* are running full time, sixty hours per week, while the clothing factories and the McLagan Furniture Company are running overtime. Every employer interviewed says that prospects are good for plenty of work all winter.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons, and carpenters are all exceptionally busy. Carpenters earn about \$1.75 per day; bricklayers 25 cents per hour. Plumbers and gasfitters are very busy. Painters and paperhangers report trade as being fair. Builders' labourers report business good.

*Metal and engineering trades.*—Iron moulders and machinists are well employed. Blacksmiths are busy.

*Woodworking and furnishing trades.*—All hands engaged in this business are well employed. Woodworkers and machine hands are working overtime. Pattern makers are all employed. Carriage and wagon makers are very busy.

*Printing and allied trades.*—Printers report having a good month, with none out of work.

*Clothing trades.*—Journeymen tailors are very busy. Garment workers are running overtime, and report having booked plenty of orders.

*Food and tobacco preparation.*—Bakers and confectioners all report business flourishing. Butchers have done a good

month's business. Cigarmakers are all employed.

*Miscellaneous.*—Barbers report trade as being good. Clerks and delivery employees are all very busy.

*Transport.*—All engaged in railroad transportation work are well employed and report having had a good month's work. Cab drivers and draymen and teamsters have all had a good month's business.

*Unskilled labour.*—Unskilled labour has been well employed, with a slight demand for more of this class of help.

#### DISTRICT NOTES.

*Woodstock.*—All industries are in a flourishing condition, and manufacturers agree that the past season has been one of unprecedented prosperity. All factories have been able to keep their full complement of employees, and many, though working overtime, have been unable to meet the demands for some lines of goods. The Canada Furniture Company finds sales for its goods in Great Britain, Australia and Africa and expects to enlarge its plant next year. At present it employs over 400 employees, and paid in wages during the past year about \$180,000. The Stewart Stove Works could not handle more orders than have been received. A scarcity of moulders was reported during the season, sixty hands are being employed. The Bain Wagon Company has been running 12½ hours per day for the past nine months, and will shortly enlarge its factory. Over two hundred men are employed, and about \$90,000 are paid in wages yearly. The Thomas Organ Company has enlarged its plant and will increase its output 35 per cent. It is working overtime, and will continue to do so all winter. The Hay & Co.'s Furniture Works, which ships a large amount to Great Britain, has also recently had to enlarge its factory. The Karn Organ and Piano Company is very busy, being two months behind with orders, with further large orders continually coming in. Two hundred and seventy-five hands are employed, the

largest number in the history of this company. The Woodstock Roller Mills are very busy, and exported the past year about \$90,000 worth of flour. Whitelaw's Machine shop is very busy. About fifty hands are employed, and about \$1,400 each month is paid in wages. The Tanning Company is running its plant night and day, with sixty men employed. The Cereal Company is sending its products to South Africa, Australia, Denmark and West Indies, with plenty of orders on hand. The Woodstock Wagon Company has enlarged its plant and is busy.

The Iron Moulders' Union recently held a banquet, at which the President of the Board of Trade acted as chairman, and which was attended by a large number of employers of the city.

#### LONDON, ONT., AND DISTRICT.

*Mr. Alexander Woonton, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

November is usually the beginning of the idle season for those engaged in outside work, but this year has proved an exception to the rule, and but for a few stormy days it would have equalled any month throughout the summer. In the indoor trades business continues exceptionally brisk, and in some cases it is impossible to turn out the work in the time wanted. In some of the trades there is a demand for men. A new organ factory is to be started in the city, a building having been purchased. Operations are expected to commence about February 1, and quite a number of hands will be employed. The coal situation is still creating considerable anxiety. A sufficient quantity is not arriving. In consequence a large amount of coal oil is being consumed, and the price has been raised from 15 to 18 cents a gallon. A committee is marking shade trees where they are too numerous, and any one can have the wood by cutting them down. Up to the end of November there have been no strikes in this city this year.

## CONDITION OF LOCAL INDUSTRIES.

On the farms the work of the summer and the fall ploughing is about completed.

*Railroad employment* is very brisk, train crews making an average of 40 days a month, and numerous freight specials being run. The G.T.R. Co. is adding to its siding capacity.

The *Southern Traction Company* is building its electric line from London to Lambeth. Rails are being laid, and a large number of men and teams are at work on it. This section is about seven miles long, and will be continued further west next spring.

The *London, Aylmer and North Shore Electric Railway Company* is surveying its line between London and Port Burwell, on Lake Erie. This line will be about 33 miles long and will be commenced in the spring.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are all busy, contracts having been signed for the building of the new armoury, and the old buildings are being cleared off the land, so the contractors can start work. A contract for a power house for the new McClary factories has been let and will be built at once. Bricklayers have lost no time, except a couple of days through bad weather. Carpenters are all engaged, although it is a little quieter with them. Lathers and plasterers are very busy. Painters and decorators are slackening off; they raised \$91.12 for a disabled member during the month, through a union church parade. Gas and steamfitters are busy; they have formed a union. Builders' labourers are all working.

*Metal and engineering trades.*—Iron moulders are exceptionally busy. The McClary Company intends to put on about 20 more floor hands when it gets into its new factory. Machinists are very busy. Electrical workers are wiring all the car shops, and with the new electric roads to wire, they are expecting plenty of work. Metal polishers, buffers, platers and brass work-

ers are in demand. Stove mounters are very busy. Boilermakers are working overtime.

*Woodworking and furnishing trades.*—Carriage and wagon makers are busy. One of the firms is building a large addition to its premises. Car builders continue to be busy, and expect to work overtime as soon as the electric light is installed in the G.T.R. car shops. Coopers are working overtime.

*Printing and allied trades.*—Printers and pressmen are exceptionally busy, and every office in this city is working considerable overtime. There are no idle men in town.

*Clothing trades.*—Journeyman tailors continue to be busy. Garment workers report trade good, although this is generally their slack time. Boot and shoe workers find trade fair.

*Food and tobacco preparation.*—The cigarmaking trade continues good. This business is growing to unusual proportions. There are now 205 members enrolled in the union and over 1,000 people engaged in the business. As a cigar centre this city is second in the Dominion, and London's share of the revenue of Ontario for the last year raised through cigars was 45 per cent of the whole, or nearly \$200,000 out of \$425,000.

*Leather trades.*—Leather workers and saddlers report trade increasing. A firm here is erecting a five-story building for its increased wholesale trade, and will also continue on in its old building.

*Miscellaneous.*—Broom makers report trade good.

*Transport.*—Railroad teamsters are working till 6.30 and 7 p.m. Municipal work is about all completed.

## ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent*, reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has continued normal during most of the

month as a result of favourable weather. Increased activity prevails in the traffic departments of the railways, but the extra construction work of double tracking and ballasting has been suspended, laying off about 200 men. Factory hands are in demand at the new broom, brush and woodware factory. The Western Dairy and Provision Company, of St. Thomas, has been incorporated with a capital stock of \$50,000. The objects of the company are to manufacture cheese and butter, and place farm produce in the home and foreign market. The company has secured control of several factories in the district, and will also manufacture in St. Thomas, and will make a specialty of Johnson's square cheese. The printers have secured an advance in wages during the month. A uniform rate for typesetters has been arranged at 18 cents per em, the old rate varying from 13 to 20 cents per em, and the week workers have been raised from \$7.50 to \$9 per week.

#### CONDITION OF LOCAL INDUSTRIES.

*Manufacturing* continues very prosperous in most lines. The Brown Brush and Woodware factory has about completed the work of installing the machinery for the woodware department, also a Webster system of steam heating, dust collectors and a sprinkling system of fire protection with a 100,000 gallon elevated tank, according to specifications required by the Associated Mutual Factories Insurance Companies. A new saw mill is also being built, also a store room for broom corn, the basement of which forms the fire protection reservoir. The company reports great difficulty in getting hands of the kind wanted. Girls are in demand, but are difficult to obtain in sufficient numbers for the brush department. Competent broom and brush makers are in keen demand. As a large number of the hands are beginners and are working on the piece work system, it is difficult to form a fair estimate of the wage standard in connection with this industry. The present standard among the new hands is very low. Experienced operators who have attained a high standard

of speed earn as follows:—Broommakers, \$10 to \$14 per week; broom sewers, about \$9 per week; brush drawers, girls, from \$5 to \$6 per week; finishers, \$9 to \$12 per week; woodware hands, men, from \$7.50 to \$15 per week.

The *Michigan Central Railway locomotive and car shops* close down on Saturday afternoons since the first of the month, as is usual during the winter.

The city council has foreclosed its mortgage on the *Street Railway* and assumed control, and is operating the road since the 25th of the present month. The rates of fares under municipal control are as follows:—Children's tickets, 3 cents each, or 8 for 25 cents; students attending school, 10 for 25 cents during limited hours; working people's tickets, 10 for 25 cents during limited hours; books of 50 tickets, good for 60 days, \$1.50.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades have been fully employed up to the present, though for outside workers the season is about over. Two large jobs, the new Collegiate Institute and a large dry goods store, will furnish a considerable amount of inside work for most of the winter.

*Metal and engineering trades.*—Foundry workers are very busy, and some overtime is being put in.

*Printing.*—Printers report a rush of work for the holiday trade.

*Transport.*—Railway employees in the traffic departments are getting very busy and are working overtime; with the close of navigation they will experience the usual winter rush. The street railway employees who have been laid off for nine weeks, owing to suspension of service, are now installed in their former positions.

*Unskilled labour.*—Unskilled labour is in easy demand, several contracts for street improvements have been suspended until spring owing to difficulty in obtaining a sufficient quantity of crushed stone from the Hagersville quarries. The trunk sewer

being constructed by day labour is about completed.

#### DISTRICT NOTES.

*Port Stanley.*—The ferry *Shenango* is rushing soft coal into Port Stanley harbour at the rate of twenty-six cars a day, and better. With fair weather the steamship manages as many as three trips in two days. It is hoped to be able to operate the vessel into the middle of January.

#### CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been nearly as fully employed this month as last. There has been unusual activity in the building trades in order to have buildings under way finished or inclosed before cold weather sets in. As this has been already accomplished in many cases, fewer hands will be required to complete the work. Civic work still continues active, the laying of vitrified brick not being finished yet. The Chatham Sugar Beet Company has one hundred and sixty acres under crop in this vicinity, on which it has raised one hundred carloads of beets. Fifty-five men and fifty teams are employed bringing in beets for shipment to the sugar factories at Wallaceburg and Dresden. The cost of raising and harvesting has been \$9,000. The Blonde Lumber Company has a large planing mill under construction which is nearing completion. The wheel works have commenced operations this month with a large force of hands. Transportation is very active, both freight and passenger. The finding of oil in the vicinity has had the result of bringing in many prospectors and well-drillers. Wholesale and retail business is fairly active. There has been no change in the rate of wages, and no labour troubles of any kind.

#### CONDITION OF LOCAL INDUSTRIES.

*Farming* operations are about over for the season, though the beets are not all harvested yet.

All the local *factories* are very busy, especially the woodworking and machine shops, many of the foremen in which are still working overtime.

The *L.E. and D.R.R. Co.* has just completed a large coal dock and coal hoist at Erieau, a large force of men having been employed there for some months. Large quantities of soft coal are being brought there from Coneaut, U.S., and distributed by rail to different parts, both in Canada and the United States.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons, carpenters and joiners, lathers and plasterers are all fully employed. Painters report trade quiet, only a few hands working. Plumbers, gas and steamfitters, stonecutters and builders' labourers are all fairly busy.

*Metal and engineering trades.*—Iron moulders, iron workers and helpers, core-makers, machinists and engineers, steam engineers, electrical workers and linemen, all have plenty of work.

*Woodworking and furnishing trades.*—Wood workers and carriage and wagon makers have all the work they can do. Coopers are rushed with work.

*Printing and allied trades.*—Printers and pressmen have all the work they can do.

*Clothing trades.*—Journeyman tailors are very busy.

*Food and tobacco preparation.*—Bakers and confectioners, cigarmakers and tobacco workers have plenty of work.

*Transport.*—Teamsters and expressmen are exceptionally busy.

*Unskilled labour.*—Labourers are in fair demand.

#### DISTRICT NOTES.

The beet sugar factories at Dresden and Wallaceburg are in full operation, and are said to be producing a fine quality of sugar. Those two factories are giving employment to a very large number of people,

not only in their own locality but elsewhere.

## WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent, reports as follows:—*

### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market continues prosperous and workers of all kinds are actively employed, with excellent prospects for a busy winter season. Manufacturing in all departments is very busy, and many new industries have started during the past month, one of which, the Erie Tobacco Company, gives employment to 70 hands. A new weather strip factory will also give employment to a number of hands. Commerce and transportation interests have been active during the month. There have been no changes in hours of labour or rates of wages, and no disturbance of the satisfactory relations between employers and employees.

### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are about all through with their work for the season. On the whole they have had a very fair crop.

Work was commenced on the extension of the Windsor, Sandwich and Amherstburg Railway to Amherstburg. A gang of one hundred and fifty men is employed, and it is expected that the work will be completed about the middle of January. The distance is fifteen miles.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades continue active, and all classes of mechanics and labourers are fully employed. Skilled labour is in demand as many buildings are to be completed yet. Contracts were let last week for a Salvation Army building to cost \$6,000, and for several other dwellings as well. This will keep the building trades employed all winter.

*Metal and engineering trades.*—For machinists and engineers there has been steady employment. Electrical workers are busy improving the lighting system of

several of the large factories. Blacksmiths and horseshoers report plenty of work.

*Printing and allied trades.*—Printers and pressmen report plenty of work. There was a new printing office opened up last month, the Standard Printing Company, which is giving employment to ten hands.

*Clothing trades.*—The customs tailoring trade is very good owing to the rush of fall business.

*Food and tobacco preparations.*—Cigar-makers are very busy, and all men are well employed.

*Miscellaneous.*—Barbers have had a good month. An agreement was submitted to the bosses asking them to close the shops at eight o'clock, and also to allow Christmas and New Year's Day as holidays. The request was granted.

*Transport.*—Railroading generally is very brisk, and there is hardly a railroad on the front but what is working overtime to handle the immense passenger and freight traffic reported at present.

*Unskilled labour.*—Unskilled labour is in demand, as people want to rush their work through before the cold weather sets in.

## WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent, reports as follows:—*

### GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour continues active. Climatic conditions have caused a change in the vocation of many thousands of workmen. The sudden influx from farming districts at the beginning of the month caused a slight relaxation in the rate of fered for wood camp work. Later, however, the rate came up to and remains firm at the figures of last month. All trades are active, except those whose operation are suspended on account of the weather. It cannot be said that any one branch is more active than another. The city has not known in its history a time when con

ditions were so uniformly prosperous. A striking indication of commercial activity is the numerous applications being made for incorporation by groups of business men for new enterprises. A cement manufacturing company, a large wholesale provision enterprise, a new bank to be operated and controlled by local business men and capitalists, are among the applicants for charters of incorporation. Not only also are new concerns organizing, but established firms are reorganizing for operations on a larger scale, as evidenced by one firm, which will apply for an amended charter providing for capitalization at \$500,000 in place of \$50,000. In retail trade circles business is for the season unusually active; the recent cold snap has had its usual effect in precipitating a lively demand for winter garments. In addition to such staple lines, the approach of Christmas is evidenced by activity in holiday goods. Conditions are attractive to the trader. The demand for suitable premises for retail business is very great, and the inevitable occupation of Main street by bank and financial institutions is not only having the effect of advancing rents, but is forcing the retail business into other sections of the city. Wholesalers and jobbers are all exceptionally busy, and this year's business will show a marked increase over any previous year's showing. During November there has been no noticeable change in the rates of wages.

#### CONDITION OF LOCAL INDUSTRIES.

The *farmers* of Manitoba have practically finished threshing, and the bulk of the men especially employed for such work have returned. A serious question, however, is still left for the farmer to deal with, in the getting of his grain to market. Transportation facilities are clearly inadequate to move the crop as quickly as it is threshed.

With the prospective development of an opening up of new territory by railroad extensions in the immediate future, the demand for *lumber* will be very great. In anticipation of such, the lumbering indus-

try is exceedingly active, and all available men are being put to work. The loss of 16,000,000 feet of lumber by the burning of the yards of the Rat Portage Lumber Co., on November 28, is regrettable, as it represented a considerable portion of the available supply and will affect the price, which at the present time is high in comparison with former years.

The approach of very frosty weather and snow has hampered progress in railroad construction. While actual road-making has ceased, the preparation of ties is being carried on more extensively this season than ever before. Skilled men for this class of work have no difficulty in getting \$35 per month. Many contractors are reluctantly compelled to employ untrained men, and those offering are recent immigrants from central Europe, who are far from being apt at learning such work.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Several sections of the building trades are now idle on account of weather conditions. Inside work for carpenters, however, is plentiful, as well as for other finishing sections of the trade. The bricklayers have had a very good season, and the same can be said of the stonecutters. Both, however, will be practically idle until spring work opens up, and of this there are prospects of more even than the closing season. Painting and decorating trades are very busy, and all connected therewith are employed.

*Metal and engineering trades.*—All lines of work in the metal trades are active. Employment is exceptionally good for this particular season.

*Woodworking and furnishing trades.*—The woodworking factories continue to work at full capacity, employed principally on furnishings for the new buildings erected during the summer.

*Printing and allied trades.*—Every competent man in the printing trade is employed, and prospects for a continued increase in the volume of business is excellent.

*Clothing trades.*—Custom tailors are still enjoying good business, and all hands are busy, and, judging from present indications, are likely to be so.

*Food and tobacco preparation.*—All the cigar factories are employing full staffs and maintain their customary steadiness. The new factories recently opened report a satisfactory business.

*Leather trades.*—Saddlers and collar makers are in demand. A new factory, employing five collar makers, recently commenced operations. Difficulty is being experienced in getting sufficient quantities of suitable straw for this business. \$12 per ton is being offered by the collar makers.

*Miscellaneous.*—Miscellaneous employees, such as furriers, delivery men, store clerks, and laundry workers, are all in employment, and in some cases are in demand.

*Transport.*—With so unusually large a crop to move, as well as the extraordinary development of other classes of freight, it is not a matter of surprise that every man that can be secured is put to work. This condition is likely to continue. Teamsters and expressmen are also enjoying and looking forward to a busy season.

## BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of bricklayers and masons, all branches of trade are busy and very few idle men can be found in the city and district. All factories are in active operation. The binder twine factory is very busy, having increased the quantity of its machinery and being able, consequently, to employ more hands. Considerable activity is evidenced in the planing mill, sash and door factories, and in the marble works. The transportation business was never more extensive at this time of the year than it is at present. Wholesale and retail merchants report trade excellent, and several firms have found it

necessary to increase their staffs. There have been no changes in wages and the labour market has been undisturbed during the month.

### CONDITION OF LOCAL INDUSTRIES.

The exceptionally fine weather which this district has experienced during October and November has enabled *threshers* to get through a great amount of work, owing to the straw being dry and the Cyclone Stacker doing good work. It is expected that at the end of the month fully 75 per cent of the grain of the western part of the province will have been threshed.

In *manufacturing*, the sash and door factory, planing mill, marble works, and tannery are very busy. One of these companies has built large additions to its premises, and has put in additional machinery.

*Railroad construction work* on the various branches is over for this season, and nearly all the men have gone east. Great progress has been made in opening branch lines in this district, and employment was given to a large number of men.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report none working at present. Carpenters and joiners are busily employed, but on short time. Lathers, plasterers, painters, decorators and paperhangers are also busy. Plumbers report trade as good. Stonecutters are busy, but are working short time. Builders' labourers report conditions slack.

*Metal and engineering trades.*—Machinists and engineers are very busy, with openings for good men. The Canadian Pacific Railway has employed quite a number of machinists this season. Blacksmiths report trade slack. Boilermakers report trade good, with openings for men at from 29 to 30 cents per hour.

*Woodworking and furnishing trades.*—Woodworkers and upholsterers report trade good.

*Printing and allied trades.*—Printers report trade good with openings for job workers.

*Clothing trades.*—Journeymen tailors report trade very good.

*Food and tobacco preparation.*—Bakers and confectioners report trade brisk, with openings for good men. Butchers and meat cutters, ice cutters and drivers are steadily employed. Cigarmakers and tobacco workers are busy.

*Leather trades.*—Tanners and curriers are doing a good business in furs.

*Miscellaneous.*—Barbers report trade brisk. Clerks and stenographers are steadily employed. The steam laundries and hand laundries are busy.

*Transport.*—Men engaged in transportation were never more busy than at present.

*Unskilled labour.*—There is a scarcity of men at present. A large number of harvest hands have returned east, while others have remained engaged in railway work, and the other industries of the west. Quite a number of men have taken up land in this country.

#### DISTRICT NOTES.

The new *Forest* branch of the Canadian Pacific Railway was opened last month. The track is well graded, and the rails are the same weight as are being placed on the main line. It is 36 miles between *Forest* and *Lenore*, and there are seven stations where sidings are all complete. At *Wheatland* there is a fine station built, with a siding nearly a mile long. Along this line eighteen elevators have been built this season, with an aggregate capacity of 540,000 bushels. It is estimated that 2,000,000 bushels of wheat will be marketed at points along the line this season.

The railway companies appear to be making a great effort to meet the demands of their customers. On all branch lines and on main line, train loads of wheat are running eastward, and trains of stockers are also passing through every day. The Canadian Pacific Railway has brought a

large number of men from its line in Ontario to help move the crop, and the motive power has also been increased for this purpose. Some delay is caused in getting empty cars, owing to the slow process of unloading and the long distance between Fort William and western Manitoba.

#### NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the past month remained favourable. Owing to wet weather, outside work has not been very brisk. In some lines, however, men are in demand, namely, plumbers, tinsmiths and shingle weavers. Work has been started on the extensive improvements at the provincial asylum in this city, the contract for which was let during the past month. The improvements include the adding of another story to the laundry building, besides numerous minor additions. The contract calls for an expenditure of \$16,000. Plans for extensive alterations and improvements to the Fraser river canneries of the British Columbia Packers' Association are now under consideration by the officials of that corporation, with a view to remodelling certain of the canneries under their control. The last of this season's salmon fleet has loaded and cleared for the London market with 66,000 cases, valued at \$330,000. A good trade is being done in salt and smoked fish, 350 tons being shipped to Tacoma for transshipment to the Oriental lines and taken to Japan. The Japanese engaged in the salt salmon trade have shipped 22 tons of salmon caviare as a trial shipment. It is not, probably, as delicate as the regular caviare prepared from the sturgeon roe, but is expected to find a ready sale in Japan. Large shipments of frozen salmon are being made to the east, one car-load being consigned to Hamburg, Germany. The halibut trade during the month has been good. On the last trip of the schooner

15,000 pounds were delivered and shipped east. A good trade is being done with the freight boats on the river, both in farmers' produce and general merchandise. The Ross-McLaren mills, which have been idle for some years, have changed hands and are about to be put in operation again. The city board of works, during the past month, has employed a large gang of men carrying out many large and needed improvements.

#### CONDITION OF LOCAL INDUSTRIES.

*Lumbering.*—This industry is very busy, with a demand for help. The export trade is very good.

*Mining.*—Several new discoveries have been made in the district of rich deposits of free milling gold ore, besides large quantities of copper-bearing quartz.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report work is plentiful, but weather not favourable. With carpenters work is only fair, very few new jobs being let. Many of the members of this craft are doing jobbing. Painters report trade as quiet with prospects good for early spring work. Plumbers and steamfitters have plenty of work, several contracts being carried out in the district.

*Metal, engineering and shipbuilding trades.*—Machinists and iron workers report work steady and all hands employed. Shipwrights and caulkers report work slack and little repair work doing. There is a demand for shingle weavers, both in city and district.

*Printing and allied trades.*—Printers report work plentiful, and all members employed.

*Food and tobacco preparation.*—Cigar-makers have plenty of work, and all members are steadily employed in both shops.

*Transport.*—Steamboat men report work good. Wages have steadily advanced during the summer, until now the deck hands receive \$40 per month. Street railroad employees report work steady. The track

gang during the month has been reduced owing to wet weather.

*Unskilled labour.*—There is not the demand there was last month owing to the unsettled state of the weather.

#### DISTRICT NOTES.

Throughout the district work is plentiful. Many of the farmers are adding extensions to their barns to accommodate their increasing herds. The proprietors of the Tynehead shingle mill have an order for two car-loads of shingles per week. A large number of small shingle mills are being started in the district. The creameries in the district have made a good return for their patrons, and in some cases are making additional room for next season's work.

#### VANCOUVER, B.C., AND DISTRICT.

*Mr. Geo. Bartley, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour was not in active demand this month, the plans laid by the builders to avoid outside work acting as a deterring influence. The weather has been very fine, with no rain to speak of. A great deal of work is in the hands of the architects, which fact is encouraging for next year's operations. The basements of two big stores have been started, one on the corner of Hastings and Abbott streets, which is to be a departmental store, costing between \$55,000 and \$60,000, exclusive of the lot; the other a block of stores on Granville street. The month of November has been dull in the retail business. There was a temporary cessation of work on the annex to the Hotel Vancouver. The trouble was the employing of non-union men by the contractor. It is now agreed that none but union men will be employed. There is some dissatisfaction among the tent-makers and sail-makers. A large number of tents of Chinese make are used in the different parts of the province by workmen in the mining camps and like places. Complaints are also made by local

tailors that women in this city send to Chinese tailors in Victoria for tailor-made garments.

A committee is at work on a scheme to establish a co-operative bakeshop and a store of groceries and provisions.

#### CONDITION OF PARTICULAR TRADES.

*Metal, engineering and shipbuilding trades.*—Electrical workers have presented a schedule to the employers, which will be taken up and adjusted during the coming month.

*Woodworking and furnishing trades.*—Shingle weavers report work good, but white men are not in demand.

*Printing and allied trades.*—Printers report work good for linotype operators. A new daily paper will appear next month, to be known as the *Ledger*. Vancouver has a population of about 27,000 and has now four dailies, *The Province*, *The World*, *The News Advertiser* and *The Ledger*. As weeklies, beside editions of the foregoing, there are *The Independent* (labour), *Western Socialist*, *Catholic Record*, *Mt. Pleasant Advocate* and one monthly, *The British Columbia Mining Exchange*. There are eleven Mergenthaler machines and a monoline in use. Pressmen report work fair.

*Clothing trades.*—Tailors report conditions dull.

*Food and tobacco preparation.*—Bakers report work fair. With cigarmakers, trade is dull.

*Miscellaneous.*—Barbers are well employed. Clerks and stenographers report work very poor, with wages small. Laundry workers report work brisk.

*Unskilled labour.*—At present work is dull, owing to the wet season. Prospects are bright for the new year.

#### DISTRICT NOTES.

*Van Anda.*—A test was made recently of some of the deposits of gold on Texada Island, and from 350 to 400 pounds of deposits were treated by special process. Up-

wards of \$28 worth of fine gold was extracted. The free gold is a fine dust very broadly distributed in some sections of the island. The Van Anda Mining and Smelting Company is pushing developments, having sunk to the 360 foot level in the shaft at Cornell. The Marble Bay Mines Co. is building a tramway and erecting wharfs and bunkers for more extensive shipments of ore. It is the shaft of this property, and not the tunnel, as mentioned in the *October Gazette*, that is now down to the 360 foot level. Copper deposits on the west side of the island, it is stated, will be opened shortly, the surface outcrops assaying 19 per cent copper, and the vein being the largest known on the island. Five or six white men and several Chinese labourers are being employed in the iron mine, which is shipping regularly.

#### VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven*, Correspondent, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

A slight change has taken place in the labour market, conditions being not quite so favourable as for the preceding month. Work has fallen off in the building trades, leaving a surplus of labour. The trade has been active during the season, which fact has attracted a number of outsiders to the city. The metal trades have had a quiet month, but in general the trade is fair. The supply of unskilled labour more than equals the demand. Harmony prevails between employers and employees.

An initial shipment of Australian blacksmiths' coal arrived on the steamer *Mio-wera* on the 3rd instant. It will be sold in competition with the Pennsylvania article, which sells at \$17.50 per ton, while the Australian product can be placed on the market for about \$12 per ton.

Preliminary operations in connection with the fortification of Signal Hill, Esquimalt, have been brought to a standstill, it is understood, on receipt of orders from the imperial authorities. In consequence, a large number of workmen have been

thrown out of employment. It is expected work will soon be commenced again.

General activity prevails in shipping circles. On the 10th instant the steamer Hyson loaded a thousand tons of salted and canned salmon for Japan and Europe, and on the 11th the steamer Miowera took on a hundred tons of frozen pork for Australia. Each incoming China liner brings unusually large consignments of raw silk.

Active work has been commenced on a new marine slip in the upper harbour. The shipbuilding industry has grown to such dimensions that improvement in plants and enlargement of facilities have been taking place in the different shipyards of the city and district for some time past.

A local firm has secured the contract from the city for the construction of a steel bridge at Point Ellice, to span Victoria Arm, the price being \$65,000. The substructure is being built by the city by day labour, and is estimated to cost \$35,000. The bridge and approaches complete will cost \$108,000, and must be finished in ten months. This undertaking will provide employment for a large number of local workmen.

#### CONDITION OF LOCAL INDUSTRIES.

Again this year there has been a marked decrease in the total catch of the *sealers*, it being the lowest on record. Unfavourable weather is reported as the cause of the small catch, together with the fact that a number of schooners had to return to port, not being able to secure Indian crews. This year the number of schooners out was 35, as compared with 44 last year. The total number of men employed on the fleet was 835, of whom 434 were whites and 401 Indians. The total catch was 14,715 skins, of which 4,751 were taken on this coast, 3,331 off the Japan coast, 1,440 off the Copper Island coast, and 5,193 in Behring Sea. The coast Indian catch is not yet known, but is comparatively small. In 1901, the total returns were 24,420 skins; 1900, 35,543 skins; 1899, 35,471 skins; 1898, 28,898 skins, and 1897, 30,410 skins.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons and carpenters report a scarcity of work, while lathers and plasterers are still in demand. There is also a scarcity of work for painters, stonecutters and builders' labourers. Plumbers are busy. The building operations for the season amount to nearly \$300,000. A feature of the present season's activity is the large number of residences erected. With the exception of the construction of a \$40,000 departmental store, no contract of large dimensions was undertaken.

*Metal and shipbuilding trades.*—Moulders are fully employed. Machinists and boilermakers report trade fair, but not enough work for all hands. The same conditions exist with electrical workers. Shipwrights and caulkers have plenty of work to keep all hands fully employed. Horseshoers have had a busy month.

*Printing trades.*—Work is fair for printers, a few being idle, while pressmen are fully employed.

*Clothing trades.*—The custom tailoring trade is still in fairly good condition, being better than for the corresponding month last year.

*Food and tobacco preparation.*—Bakers are fully employed and report conditions greatly improved under the new arrangement with employers. Butchers are busy, and cigarmakers are well employed.

*Transport.*—Street railway employees are well employed. The Street Railway Company has consented to pay conductors and motormen for overtime as follows:—From 12 midnight to 2 a.m., time and a half; from 2 a.m. to 6 a.m., double time.

#### NANAIMO, B.C., AND DISTRICT.

*Mr. A. E. H. Spencer, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district shows no material change from the previous month, there being very little demand for

labour and quite a number of idle men to meet any demand that may occur. In commercial circles there is more activity, owing to the Christmas trade, but conditions are not as good as at this time last year.

#### CONDITION OF LOCAL INDUSTRIES.

There is very little doing in the *fishing industry* outside of the market for local consumption.

In the *lumbering industry* business is still active, both in the mills and in the woods, especially in the latter where experienced men can get plenty of work.

In the *mines* about the same conditions exist as reported last month, with not much prospect of improvement for some time.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—In the *building trades* business is almost at a standstill, and the different trades report work as very scarce.

*Metal, engineering and shipbuilding trades.*—Machinists and engineers report business as quiet. Blacksmiths and car-

riage makers report business as fair for the time of the year.

*Printing and allied trades.*—Printers report business as fair.

*Food and tobacco preparation.*—Cigar-makers report business as fair.

*Miscellaneous.*—Merchants' employees report business good with fair employment for all here.

*Transport.*—Teamsters and expressmen report business as good.

*Unskilled labour.*—There is very little employment for unskilled labour, civic work and road work being mostly finished for the season.

#### DISTRICT NOTES.

Throughout this district matters are in about the same condition as in the city. At *Ladysmith* the smelter is nearly completed for blowing in. On the *west coast* in the quartz mines prospects are better, but there is no demand for more men at present. At the Union Mines at *Cumberland* work is slack.

## LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

### III. PROVINCE OF ONTARIO.

IN the September number of the *Labour Gazette* there was commenced a series of statistical tables illustrative of the growth and present position of labour organization in Canada. The tables presented in that number had reference to labour organization in the maritime provinces. In the October number the series was continued with the publication of tables referring to organization in the province of Quebec. Owing to the additional space required for the publication of a

special article presenting the results of an investigation by the Department of Labour into the effects of the Pennsylvania anthracite coal strike upon conditions in Canada, which was published in the November number of the *Gazette*, the series of articles on labour organization was discontinued in that number. It is, however, renewed in the present issue with the publication of descriptive tables showing the nature and extent of organized labour in the province of Ontario.

In the articles published in the September and October issues of the *Gazette*, tables illustrative of the growth of labour organization were given, as well as tables showing its nature and extent. Owing to the fact, however, that the number of organizations in the province of Ontario is very much larger than the number in either the maritime provinces or the province of Quebec, it has been found necessary to treat in the current issue only of the present position of organized labour in the province of Ontario leaving for further treatment in the January, 1903, issue, the statistical account illustrative of its growth.

### Descriptive Tables.

In the descriptive tables published herewith is given a list of all labour organizations formed in the province of Ontario up to July 31, 1902, of which the department has been able to obtain any record or information, and the tables, as a whole, represent the position of organized labour at that date. The material has been so arranged as to show at a glance the trades organized, the number of organizations in each group of kindred or allied trades, and the total number of organizations in each locality. The localities themselves have been arranged alphabetically so as to admit of easy and immediate reference.

In the tables information is given in regard to what are generally known as local organizations only. The list does not include federated groups of organizations, as, for example, central trades and labour councils or federations of any kind, the members of which belong either to a group of kindred or allied trades or of many different trades.\*

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\*The reader is referred to the directory of labour organizations in Canada, the publication of which was commenced in the September, 1901, issue of the *Gazette*, for a list of labour organizations in the province of Ontario, which would appear under this head.

The list, moreover, includes only such organizations as were in existence on July 31, 1902, this being the date at which the investigation of the department was concluded. It does not include unions formed since that date or organizations which had been formed at an earlier date and subsequently lapsed.

### Extent of Organization.

The first feature of importance disclosed in the descriptive tables relating to the province of Ontario is that the total number of organizations in that province at the end of July, 1902, was 547. On comparison with the tables descriptive of labour organization in the maritime provinces and the province of Quebec, it will be seen that this number is between three and four times as large as the number of organizations existing in either Quebec or the maritime provinces, and represents nearly twice as many organizations as these other provinces taken together.

Noticeable in the next place is the extent to which this total is made up from the organizations existing in the incorporated cities of the province, the totals for the several places, in the order of the numbers of their organizations being as follows:—Toronto, 88; Hamilton, 44; London, 42; Ottawa, 39; Kingston, 27; Brantford, 20; Guelph, 18; St. Catharines, 17; St. Thomas, 16; Windsor, 15; Stratford, 13; Belleville and Chatham, 6 each, and Woodstock, 5. The grand total of existing organizations in all of the cities of Ontario, taken together, was 356, or just about two-thirds of the total number of organizations in the province.

Of the cities it will be seen that Toronto has twice as many organizations as the two next largest organized cities in the province, namely, Hamilton and London, having as many organizations as these two cities taken together. Ottawa has nearly as many organization as Hamilton and London, and each of these three cities have

about twice as many as Brantford, which, excepting Kingston, is the best organized of the remaining cities of the province. Excepting these cities thus specially named, there are not in the province any localities having more than 20 local organizations.

Of the localities, other than cities in Ontario, which have 15 or more organizations there is but one, namely, Berlin, with 19. Of the localities having 10 or more, there are three, Brockville with 12, and Smith's Falls and Galt with 11 each. Those having 5 or over are: Sarnia, 9; Lindsay, 6; Niagara Falls, 6; Peterborough, 6; North Bay, 5; Fort William, 5, and Carleton Place, 5, and Rat Portage, 6. There appear to be in the province over 50 localities in which there are but one or two or three or four organizations each.

Comparing the extent of organization in the province of Ontario with its extent in the province of Quebec and the maritime provinces it would appear that in Ontario it is much more general and less exclusively confined to cities than in these other provinces. In all there appear to be labour organizations in 70 different localities in Ontario.

### Nature of Organization.

Having regard in the next place to the nature of the organization, it will be seen from the accompanying tables that in the province of Ontario organization among railway employees has been more extensive than organization in any other class of employment. Out of a total of 543 organizations in the province, 144, or over a fourth, belong to the transport group, which is made up for the most part of organizations finding in their membership the railway employees. The building trades group and the metal and ship-building group follow next in extent of organization, with totals of 93 and 88 respectively, accounting, in other words, each for about one-sixth of the total existing

organizations of the province. There is a significant parallel in this connection between labour organization in the province of Ontario and in the province of Quebec, as well also as in the maritime provinces. In all the provinces named organization in the transport group is larger than in any other group, and is next followed by organization in the building trades and metal trades groups. The perhaps next best organized in Ontario, from point of view of the numbers affected, of existing local unions, are the clothing, woodworking and printing trades, the first with a total of 39 local organizations, and the two last named with 30 organizations each. General labour follows next with 22 local organizations, and tobacco workers, barbers, and persons engaged in food preparation, with 14, 12 and 11 local organizations respectively. The Knights of Labour have in all 10 existing local assemblies. Hotel and restaurant employees and the employees of public authorities have each nine local organizations. There are 6 local organizations of clerks, and 4 of broommakers; 3 of leather workers, delivery employees, and musicians respectively. Of laundry workers, textile workers, persons engaged in mining and quarrying, and persons engaged in glass manufacture there are two organizations of each class. The following class of workers complete the list with but one local organization in the province:—Household workers, brewery workers, farmers, fur workers, theatre employees and stenographers.

From this summary it will be seen that most of the organization in the province of Ontario is accounted for by unions belonging to either the transport, building, metal, clothing, woodworking, painting, or general labour group. Among these classes organization is pretty well distributed in the several localities of the province. Among the other groups there are not many existing organizations, and such as do exist are in but a few localities only.

DEPARTMENT OF LABOUR, CANADA,  
L. O. STATISTICAL TABLES, Series A. No. 3.

# LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

TABLE SHOWING NATURE AND EXTENT OF ORGANIZED LABOUR IN THE PROVINCE OF ONTARIO ON JULY 31, 1902.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO—				
Algoma Mills . . . . .	<i>Transport</i> . . . . .		1	
	Railway trackmen . . . . .	1		1
Allandale . . . . .	<i>Transport</i> . . . . .		4	
	Railroad conductors . . . . .	1		
	Locomotive engineers . . . . .	1		
	Locomotive firemen . . . . .	1		
	Railroad trainmen . . . . .	1		4
Apple Hill. . . . .	<i>Transport</i> . . . . .		1	
	Railway trackmen . . . . .	1		1
Aurora. . . . .	<i>Clothing</i> . . . . .		1	
	Boot and shoe workers. . . . .	1		1
Beamsville. . . . .	<i>Building</i> . . . . .		1	
	Stone cutters . . . . .	1		1
Belleville. . . . .	<i>Building</i> . . . . .		1	
	Stone cutters . . . . .	1		
	<i>Metal, Engineering and Shipbuilding</i> . . . . .		3	
	Machinists and engineers . . . . .	1		
	Sheet metal workers . . . . .	1		
	Iron workers and helpers . . . . .	1		
	<i>Transport</i> . . . . .		2	
	Locomotive engineers . . . . .	1		
	Locomotive firemen . . . . .	1		6
Berlin. . . . .	<i>Building</i> . . . . .		3	
	Bricklayers and masons . . . . .	1		
	Carpenters and joiners . . . . .	1		
	Painters and decorators . . . . .	1		
	<i>Metal, Engineering and Shipbuilding</i> . . . . .		2	
	Iron moulders . . . . .	1		
	Steam engineers . . . . .	1		
	<i>Woodworking</i> . . . . .		3	
	Woodworkers . . . . .	1		
	Wood carvers . . . . .	1		
	Varnishers and polishers . . . . .	1		
	<i>Printing</i> . . . . .		1	
	Printers . . . . .	1		
	<i>Clothing</i> . . . . .		2	
	Tailors . . . . .	1		
	Rubber workers . . . . .	1		
	<i>Tobacco</i> . . . . .		1	
	Cigar makers . . . . .	1		
	<i>Leather</i> . . . . .		1	
	Tanners and curriers . . . . .	1		
	<i>Transport</i> . . . . .		1	
	Teamsters . . . . .	1		
	<i>Hotel and Restaurant Employces</i> . . . . .		1	
	Bartenders . . . . .	1		
	<i>Broom Makers</i> . . . . .		1	
	Broom makers . . . . .	1		
	<i>Laundry Workers</i> . . . . .		1	
	Laundry workers . . . . .	1		
	<i>Clerks</i> . . . . .		1	
	Clerks . . . . .	1		
	<i>General Labour</i> . . . . .		1	
	Federal labour . . . . .	1		19

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organi- zations in Locality.
ONTARIO—Con.				
Brantford .....	<i>Building</i> .....		5	
	Bricklayers and masons .....	1		
	Carpenters and joiners .....	1		
	Painters and decorators .....	1		
	Lathers and plasterers .....	1		
	Plumbers, gas and steamfitters .....	1		
	<i>Metal, Engineering and Shipbuilding</i> .....		5	
	Machinists and engineers .....	1		
	Iron moulders .....	1		
	Coremakers .....	1		
	Brass workers .....	1		
	Sheet metal workers .....	1		
	<i>Printing</i> .....		1	
	Printers .....	1		
	<i>Clothing</i> .....		1	
	Tailors .....	1		
	<i>Food Preparation</i> .....		1	
	Bakers .....	1		
	<i>Tobacco</i> .....		1	
	Cigar makers .....	1		
	<i>Transport</i> .....		1	
	Teamsters .....	1		
	<i>Employees of Public Authorities</i> .....		1	
	Letter carriers .....	1		
	<i>Hotel and Restaurant Employees</i> .....		1	
	Bartenders .....	1		
	<i>Barbers</i> .....		1	
	Barbers .....	1		
	<i>Clerks</i> .....		1	
	Clerks .....	1		
	<i>General Labour</i> .....		1	
	Federal labour .....	1		20
Bridgeburg .....	<i>Transport</i> .....		2	
	Locomotive firemen .....	1		
	Railroad switchmen .....	1		2
Brockville .....	<i>Building</i> .....		3	
	Bricklayers and masons .....	1		
	Carpenters and joiners .....	1		
	Painters and decorators .....	1		
	<i>Metal, Engineering and Shipbuilding</i> .....		1	
	Iron moulders .....	1		
	<i>Printing</i> .....		1	
	Printers .....	1		
	<i>Clothing</i> .....		1	
	Tailors .....	1		
	<i>Transport</i> .....		4	
	Railroad conductors .....	1		
	Locomotive engineers .....	1		
	Locomotive firemen .....	1		
	Railroad trainmen .....	1		
	<i>Barbers</i> .....		1	
	Barbers .....	1		
	<i>General Labour</i> .....		1	
	Federal labour .....	1		12
Caradoc .....	<i>Transport</i> .....		1	
	Railway trackmen .....	1		1
Carleton Place .....	<i>Metal, Engineering and Shipbuilding</i> .....		2	
	Iron moulders .....	1		
	Machinists and engineers .....	1		
	<i>Transport</i> .....		3	
	Locomotive firemen .....	1		
	Railroad trainmen .....	1		
	Railway trackmen .....	1		5

LABOUR ORGANIZATION IN CANADA—*Continued.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO— <i>Con.</i>				
Chalk River . . . . .	<i>Transport</i> . . . . .		1	
	Railway trackmen . . . . .	1		1
Chapleau . . . . .	<i>Transport</i> . . . . .		4	
	Railroad conductors . . . . .	1		
	Locomotive engineers . . . . .	1		
	Locomotive firemen . . . . .	1		
	Railroad trainmen . . . . .	1		4
Chatham . . . . .	<i>Building</i> . . . . .		3	
	Bricklayers and masons . . . . .	1		
	Carpenters and joiners . . . . .	1		
	Building labourers . . . . .	1		
	<i>Printing</i> . . . . .		1	
	Printers . . . . .	1		
	<i>Clothing</i> . . . . .		1	
	Tailors . . . . .	1		
	<i>Transport</i> . . . . .		1	
	Railway trackmen . . . . .	1		6
Cobourg . . . . .	<i>Metal, Engineering and Shipbuilding</i> . . . . .		1	
	Iron moulders . . . . .	1		
	<i>General Labour</i> . . . . .		1	
	Federal labour . . . . .	1		2
Collingwood . . . . .	<i>Building</i> . . . . .		1	
	Carpenters and joiners . . . . .	1		
	<i>Clothing</i> . . . . .		1	
	Tailors . . . . .	1		
	<i>General Labour</i> . . . . .		1	
	Federal Labour . . . . .	1		3
Cornwall . . . . .	<i>Clothing</i> . . . . .		1	
	Tailors . . . . .	1		1
Crookston . . . . .	<i>Building</i> . . . . .		1	
	Stone cutters . . . . .	1		1
Depot Harbour . . . . .	<i>Transport</i> . . . . .		1	
	Railroad trainmen . . . . .	1		1
Dundas . . . . .	<i>Metal, Engineering and Shipbuilding</i> . . . . .		2	
	Iron moulders . . . . .	1		
	Machinists and engineers . . . . .	1		
	<i>Woodworking</i> . . . . .		1	
	Woodworkers . . . . .	1		
	<i>Clothing</i> . . . . .		1	
	Garment workers . . . . .	1		4
Fort William . . . . .	<i>Metal, Engineering and Shipbuilding</i> . . . . .		1	
	Machinists and engineers . . . . .	1		
	<i>Transport</i> . . . . .		4	
	Railroad conductors . . . . .	1		
	Locomotive engineers . . . . .	1		
	Locomotive firemen . . . . .	1		
	Railroad trainmen . . . . .	1		5
Galt . . . . .	<i>Building</i> . . . . .		3	
	Carpenters . . . . .	1		
	Painters . . . . .	1		
	Bricklayers and masons . . . . .	1		
	<i>Metal, Engineering and Shipbuilding</i> . . . . .		2	
	Machinists . . . . .	1		
	Saw smiths . . . . .	1		
	<i>Printing</i> . . . . .		1	
	Printers . . . . .	1		
	<i>Clothing</i> . . . . .		1	
	Boot and shoe workers . . . . .	1		
	<i>Hotel and Restaurant Employees</i> . . . . .		1	
	Bartenders . . . . .	1		
	<i>Barbers</i> . . . . .		1	
	Barbers . . . . .	1		

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO— <i>Con.</i>				
Galt— <i>Con.</i> .....	<i>Clerks</i> .....	1	1	
	<i>Clerks</i> .....	1	1	
	<i>General Labour</i> .....	1	1	
	<i>Federal Labour</i> .....	1	1	11
Guelph.....	<i>Building</i> .....	1	3	
	Bricklayers and masons.....	1	1	
	Carpenters and joiners.....	1	1	
	Painters and decorators.....	1	1	
	<i>Metal, Engineering and Shipbuilding</i> .....	1	2	
	Iron moulders.....	1	1	
	Sheet metal workers.....	1	1	
	<i>Woodworking</i> .....	1	3	
	Woodworkers.....	1	1	
	Upholsterers.....	1	1	
	Carriage makers.....	1	1	
	<i>Printing</i> .....	1	1	
	Printers.....	1	1	
	<i>Clothing</i> .....	1	1	
	Tailors.....	1	1	
	<i>Food Preparation</i> .....	1	1	
	Bakers and confectioners.....	1	1	
	<i>Textile</i> .....	1	2	
	Carpet weavers.....	2	1	
	<i>Transport</i> .....	1	1	
	Teamsters.....	1	1	
	<i>Hotel and Restaurant Employees</i> .....	1	1	
	Bartenders.....	1	1	
	<i>Barbers</i> .....	1	1	
	Barbers.....	1	1	
	<i>Clerks</i> .....	1	1	
	Clerks.....	1	1	
	<i>General Labour</i> .....	1	1	
	<i>Federal Labour</i> .....	1	1	18
Havelock.....	<i>Transport</i> .....	1	1	
	Trainmen.....	1	1	1
Hamilton.....	<i>Building</i> .....	1	6	
	Bricklayers and masons.....	1	1	
	Carpenters and joiners.....	2	1	
	Painters and decorators.....	1	1	
	Plumbers, gas and steamfitters.....	1	1	
	Builders' labourers.....	1	1	
	<i>Metal, Engineering and Shipbuilding</i> .....	1	10	
	Iron moulders.....	1	1	
	Metal polishers, buffers and platers.....	1	1	
	Machinists and engineers.....	1	1	
	Engineers.....	1	1	
	Electrical workers.....	1	1	
	Brass workers.....	1	1	
	Stove mounters.....	1	1	
	Sheet metal workers.....	1	1	
	Wire drawers.....	1	1	
	Horseshoers.....	1	1	
	<i>Woodworking</i> .....	1	1	
	Woodworkers.....	1	2	
	<i>Printing</i> .....	1	1	
	Printers.....	1	1	
	Pressmen.....	1	1	
	<i>Clothing</i> .....	1	6	
	Tailors.....	2	1	
	Garment workers.....	1	1	
	Boot and shoe workers.....	3	1	

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO—Con.				
Hamilton—Con.	<i>Food Preparation</i> .....		1	
	Bakers and confectioners.....	1		
	<i>Tobacco</i> .....		2	
	Cigar makers.....	1		
	Tobacco workers.....	1		
	<i>Leather</i> .....		1	
	Leather workers on hose goods.....	1		
	<i>Transport</i> .....		9	
	Railroad conductors.....	1		
	Locomotive engineers.....	1		
	Locomotive firemen.....	1		
	Railroad trainmen.....	1		
	Railroad switchmen.....	1		
	Longshoremén.....	1		
	Cab drivers.....	1		
	Teamsters.....	1		
	Street railway employees.....	1		
	<i>Employees of Public Authorities</i> .....		2	
	Letter carriers.....	1		
	Civic employees.....	1		
	<i>Hotel and Restaurant Employees</i> .....		1	
	Bartenders.....	1		
	<i>Barbers</i> .....		1	
	Barbers.....	1		
	<i>Broom Makers</i> .....		1	
	Broom makers.....	1		
	<i>Knights of Labour</i> .....		1	
	Knights of Labour.....	1		44
Hawkesbury..	<i>General Labour</i> .....		1	
	Federal Labour.....	1		1
Ingersoll.....	<i>Clothing</i> .....		1	
	Tailors.....	1		1
Kingston.....	<i>Building</i> .....		6	
	Bricklayers and masons.....	1		
	Carpenters and joiners.....	1		
	Painters and decorators.....	1		
	Stone cutters.....	1		
	Plumbers, gas and steamfitters.....	1		
	Builders' labourers.....	1		
	<i>Metal, Engineering and Shipbuilding</i> .....		8	
	Iron workers.....	1		
	Iron moulders.....	1		
	Machinists and engineers.....	1		
	Engineers.....	1		
	Steam engineers.....	1		
	Blacksmiths.....	1		
	Boiler makers.....	1		
	Sheet metal workers.....	1		
	<i>Printing</i> .....		1	
	Printers.....	1		
	<i>Clothing</i> .....		1	
	Tailors.....	1		
	<i>Food Preparation</i> .....		1	
	Bakers and confectioners.....	1		
	<i>Tobacco</i> .....		1	
	Cigar makers.....	1		
	<i>Leather</i> .....		1	
	Tanners and curriers.....	1		
	<i>Transport</i> .....		3	
	Longshoremén.....	1		
	Street railway employees.....	1		
	Draymen.....	1		

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO—Con.				
Kingston—Con.....	<i>Employees of Public Authorities.....</i>		1	
	Letter carriers.....	1		
	<i>Hotel and Restaurant Employees.....</i>		1	
	Bartenders.....	1		
	<i>Barbers.....</i>		1	
	Barbers.....	1		
	<i>General Labour.....</i>		1	
	Federal labour.....	1		
	<i>Knights of Labour.....</i>		1	
	Knights of Labour.....	1		27
Kingsville.....	<i>Tobacco.....</i>		1	
	Tobacco workers.....	1		1
Lakefield.....	<i>General Labour.....</i>		1	
	Federal labour.....	1		1
Leamington.....	<i>Tobacco.....</i>		1	
	Tobacco workers.....	1		1
Leonard.....	<i>Transport.....</i>		1	
	Railway trackmen.....	1		1
Lindsay.....	<i>Printing.....</i>		1	
	Printers.....	1		
	<i>Clothing.....</i>		1	
	Tailors.....	1		
	<i>Transport.....</i>		4	
	Railroad conductors.....	1		
	Locomotive engineers.....	1		
	Locomotive firemen.....	1		
	Railroad trainmen.....	1		6
Listowel.....	<i>Woodworking.....</i>		1	
	Woodworkers.....	1		1
Little York.....	<i>Transport.....</i>		1	
	Railroad trainmen.....	1		1
London.....	<i>Building.....</i>		6	
	Bricklayers and masons.....	1		
	Carpenters and joiners.....	1		
	Painters and decorators.....	1		
	Lathers and plasterers.....	1		
	Stone cutters.....	1		
	Builders' labourers.....	1		
	<i>Metal Engineer and Shipbuilding.....</i>		8	
	Iron moulders.....	1		
	Machinists and engineers.....	2		
	Electrical workers.....	1		
	Metal polishers, platers and buffers.....	1		
	Brass workers.....	1		
	Stove mounters.....	1		
	Boiler makers.....	1		
	<i>Woodworking.....</i>		1	
	Carriage makers.....	1		
	<i>Printing.....</i>		1	
	Printers.....	1		
	<i>Clothing.....</i>		2	
	Tailors.....	1		
	Garment workers.....	1		
	<i>Food Preparation.....</i>		1	
	Bakers and confectioners.....	1		
	<i>Tobacco.....</i>		2	
	Cigar makers.....	1		
	Tobacco workers.....	1		
	<i>Transport.....</i>		12	
	Railroad conductors.....	1		
	Locomotive engineers.....	2		
	Locomotive firemen.....	2		

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO—Con.				
London—Con. . . . .	<i>Transport—Con.</i>			
	Railroad telegraphers . . . . .	1		
	Railroad trainmen . . . . .	2		
	Railroad switchmen . . . . .	1		
	Cab drivers and draymen . . . . .	2		
	Teamsters . . . . .	1		
	<i>Employees of Public Authorities</i> . . . . .		1	
	Letters carriers . . . . .	1		
	<i>Hotel and Restaurant Employees</i> . . . . .		1	
	Bartenders . . . . .	1		
	<i>Delivery Employees</i> . . . . .		2	
	Dairymen . . . . .	1		
	Coal deliverers . . . . .	1		
	<i>Barbers</i> . . . . .		2	
	Barbers . . . . .	2		
	<i>Broom Makers</i> . . . . .		1	
	Broom makers . . . . .	1		
	<i>Musicians</i> . . . . .		1	
	Musicians . . . . .	1		
	<i>Industrial Brotherhood</i> . . . . .		1	
	Industrial Brotherhood . . . . .	1		42
Mattawa . . . . .	<i>Transport</i> . . . . .		1	
	Railway trackmen . . . . .	1		1
Merritton . . . . .	<i>Building</i> . . . . .		1	
	Stone cutters . . . . .	1		
	<i>General Labour</i> . . . . .		1	
	Federal labour . . . . .	1		2
Midland . . . . .	<i>Building</i> . . . . .		1	
	Carpenters and joiners . . . . .	1		
	<i>Transport</i> . . . . .		1	
	Longshoremen . . . . .	1		2
Mille Roches . . . . .	<i>Building</i> . . . . .		1	
	Stone cutters . . . . .	1		1
Mitchell . . . . .	<i>Clothing</i> . . . . .		1	
	Tailors . . . . .	1		1
Nepigon . . . . .	<i>Transport</i> . . . . .		1	
	Railway trackmen . . . . .	1		1
Niagara Falls . . . . .	<i>Building</i> . . . . .		2	
	Carpenters and joiners . . . . .	1		
	Stone cutters . . . . .	1		
	<i>Clothing</i> . . . . .		1	
	Suspender and neckwear workers . . . . .	1		
	<i>Transport</i> . . . . .		3	
	Locomotive firemen . . . . .	1		
	Railroad telegraphers . . . . .	1		
	Railroad trainmen . . . . .	1		6
North Bay . . . . .	<i>Metal Engineering and Shipbuilding</i> . . . . .		1	
	Machinists and engineers . . . . .	1		
	<i>Transport</i> . . . . .		4	
	Railroad conductors . . . . .	1		
	Locomotive engineers . . . . .	1		
	Locomotive firemen . . . . .	1		
	Railroad trainmen . . . . .	1		5
Orangeville . . . . .	<i>Transport</i> . . . . .		1	
	Railway trackmen . . . . .	1		1
Oshawa . . . . .	<i>Metal Engineering and Shipbuilding</i> . . . . .		1	
	Iron moulders . . . . .	1		
Ottawa . . . . .	<i>Building</i> . . . . .		9	
	Bricklayers and masons . . . . .	2		
	Carpenters and joiners . . . . .	1		
	Painters and decorators . . . . .	1		
	Plasterers . . . . .	1		

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO—Con.				
Ottawa—Con.....	<i>Building</i> —Con.			
	Metal lathers.....	1		
	Stone cutters.....	1		
	Plumbers, gas and steamfitters.....	1		
	Builders' labourers.....	1		
	<i>Metal, Engineering and Shipbuilding</i> .....		5	
	Iron moulders.....	1		
	Machinists and engineers.....	1		
	Electrical workers.....	1		
	Blacksmiths.....	1		
	Sheet metal workers.....	1		
	<i>Woodworking</i> .....		2	
	Woodworkers.....	1		
	Pattern makers.....	1		
	<i>Printing and Allied Trades</i> .....		6	
	Printers.....	1		
	Pressmen.....	1		
	Stereotypers.....	1		
	Bookbinders.....	2		
	Steel and copper plate printers.....	1		
	<i>Clothing</i> .....		1	
	Tailors.....	1		
	<i>Food Preparation</i> .....		1	
	Bakers and confectioners.....	1		
	<i>Transport</i> .....		9	
	Railroad conductors.....	1		
	Locomotive engineers.....	2		
	Locomotive firemen.....	2		
	Railroad telegraphers.....	1		
	Railroad trainmen.....	2		
	Railroad trackmen.....	1		
	<i>Employees of Public Authorities</i> .....		1	
	Letter carriers.....	1		
	<i>Barbers</i> .....		1	
	Barbers.....	1		
	<i>Clerks</i> .....		1	
	Clerks.....	1		
	<i>Musicians</i> .....		1	
	Musicians.....	1		
	<i>Household Workers</i> .....		1	
	Household workers.....	1		
	<i>Knights of Labour</i> .....		1	
	Knights of Labour.....	1		
Owen Sound.....	<i>Building</i> .....		2	
	Bricklayers and masons.....	1		
	Carpenters and joiners.....	1		
Palmerston.....	<i>Woodworking</i> .....		1	
	Carriage makers.....	1		
	<i>Transport</i> .....		3	
	Locomotive engineers.....	1		
	Locomotive firemen.....	1		
	Railroad trainmen.....	1		
Pembroke.....	<i>Transport</i> .....		1	
	Railway trackmen.....	1		
Peterborough.....	<i>Building</i> .....		1	
	Carpenters and joiners.....	1		
	<i>Metal, Engineering and Shipping</i> .....		2	
	Iron moulders.....	1		
	Machinists and engineers.....	1		
	<i>Woodworking</i> .....		1	
	Pattern makers.....	1		

LABOUR ORGANIZATION IN CANADA—*Continued.*

Locality.	Class and kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO— <i>Con.</i>				
Peterborough— <i>Con.</i> . . . .	<i>Printing</i> . . . . .		1	
	Printers . . . . .	1		
	<i>General Labour</i> . . . . .		1	
	Federal labour . . . . .	1		6
Point Edward . . . . .	<i>Transport</i> . . . . .		1	
	Locomotive engineers . . . . .	1		1
Port Colborne . . . . .	<i>Building</i> . . . . .		1	
	Carpenters and joiners . . . . .	1		1
Port Dalhousie. . . . .	<i>Transport</i> . . . . .		1	
	Railway trackmen . . . . .	1		
	<i>Clothing</i> . . . . .		1	
	Rubber workers . . . . .	1		2
Preston. . . . .	<i>Metal, Engineering and Shipbuilding</i> . . . . .		2	
	Iron moulders . . . . .	1		
	Stone mounters . . . . .	1		
	<i>Woodworking</i> . . . . .		2	
	Woodworkers . . . . .	1		
	Varnishers and polishers . . . . .	1		4
Queenston Heights. . . . .	<i>Mining and Quarrying</i> . . . . .		1	
	Quarrymen . . . . .	1		1
Rat Portage. . . . .	<i>Building</i> . . . . .		1	
	Carpenters and joiners . . . . .	1		
	<i>Transport</i> . . . . .		4	
	Railroad conductors . . . . .	1		
	Locomotive engineers . . . . .	1		
	Locomotive firemen . . . . .	1		
	Railroad trainmen . . . . .	1		
	<i>General Labour</i> . . . . .		1	
	Federal labour . . . . .	1		6
St. Catharines. . . . .	<i>Building</i> . . . . .		5	
	Bricklayers and masons . . . . .	1		
	Carpenters and joiners . . . . .	1		
	Painters and decorators . . . . .	1		
	Stone cutters . . . . .	1		
	Plumbers, gas and steamfitters. . . . .	1		
	<i>Metal, Engineering and Shipbuilding</i> . . . . .		3	
	Machinists and engineers . . . . .	1		
	Electrical workers . . . . .	1		
	Allied metal mechanics . . . . .	1		
	<i>Woodworking</i> . . . . .		1	
	Carriage makers . . . . .	1		
	<i>Printing</i> . . . . .		1	
	Printers . . . . .	1		
	<i>Clothing</i> . . . . .		1	
	Tailors . . . . .	1		
	<i>Food Preparation</i> . . . . .		1	
	Bakers and confectioners . . . . .	1		
	<i>Tobacco</i> . . . . .		1	
	Cigar makers . . . . .	1		
	<i>Barbers</i> . . . . .		1	
	Barbers . . . . .	1		
	<i>Brewery Workers</i> . . . . .		1	
	Brewery Workers . . . . .	1		
	<i>General Labour</i> . . . . .		2	
	Federal labour . . . . .	2		17
St. Marys . . . . .	<i>Clothing</i> . . . . .		1	
	Tailors . . . . .	1		1
St. Davids . . . . .	<i>Mining and Quarrying</i> . . . . .		1	
	Quarrymen and labourers . . . . .	1		1
St. Thomas. . . . .	<i>Building</i> . . . . .		3	
	Bricklayers and masons . . . . .	1		
	Carpenters and joiners . . . . .	1		
	Painters and decorators . . . . .	1		

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO—Con.				
St. Thomas—Con.....	<i>Metal, Engineering and Shipbuilding</i> .....	1	1	
	Machinists and engineers.....	1	1	
	<i>Printing</i> .....	1	1	
	Printers.....	1	1	
	<i>Clothing</i> .....	1	1	
	Tailors.....	1	1	
	<i>Tobacco</i> .....	1	1	
	Cigarmakers.....	1	1	
	<i>Transport</i> .....	1	5	
	Railroad conductors.....	1	1	
	Locomotive engineers.....	2	1	
	Locomotive firemen.....	1	1	
	Railroad trainman.....	1	1	
	<i>Farming</i> .....	1	1	
	Farmers.....	1	1	
	<i>Barbers</i> .....	1	1	
	Barbers.....	1	1	
	<i>Laundry Workers</i> .....	1	1	
	Laundry workers.....	1	1	
	<i>General Labour</i> .....	1	1	
	Federal labour.....	1	1	16
Sarnia.....	<i>Building</i> .....	1	2	
	Stone cutters.....	1	1	
	Painters.....	1	1	
	<i>Clothing</i> .....	1	1	
	Tailors.....	1	1	
	<i>General Labour</i> .....	1	1	
	Federal labour.....	1	1	
	<i>Transport</i> .....	1	5	
	Railroad conductors.....	1	1	
	Locomotive firemen.....	1	1	
	Railroad trainmen.....	1	1	
	Railroad engineers.....	1	1	
	Longshoremen.....	1	1	9
Sault Ste. Marie.....	<i>Building</i> .....	1	2	
	Bricklayers and masons.....	1	1	
	Carpenters and joiners.....	1	1	
	<i>Metal, Engineering and Shipbuilding</i> .....	1	1	
	Machinists and engineers.....	1	1	
	<i>Transport</i> .....	1	1	
	Railroad trainmen.....	1	1	
	<i>Barbers</i> .....	1	1	
	Barbers.....	1	1	5
Savanne..	<i>Transport</i> .....	1	1	
	Railway trackmen.....	1	1	1
Schreiber	<i>Transport</i> .....	1	3	
	Locomotive engineers.....	1	1	
	Locomotive firemen.....	1	1	
	Railroad trainmen.....	1	1	3
Smith's Falls.....	<i>Building</i> .....	1	1	
	Carpenters and joiners.....	1	1	
	<i>Metal, Engineering and Shipbuilding</i> .....	1	4	
	Iron moulders.....	1	1	
	Machinists.....	1	1	
	Metal workers.....	1	1	
	Coremakers.....	1	1	
	<i>Clothing</i> .....	1	1	
	Tailors.....	1	1	
	<i>Transport</i> .....	1	4	
	Railroad conductors.....	1	1	
	Locomotive engineers.....	1	1	
	Locomotive firemen.....	1	1	
	Railroad trainmen.....	1	1	11

LABOUR ORGANIZATION IN CANADA—*Continued.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
ONTARIO— <i>Con.</i>				
Stratford.....	<i>Bartenders</i> .....	1	1	
	Bartenders.....	1		
	<i>Building</i> .....	1	1	
	Carpenters and joiners.....	1		
	<i>Metal, Engineering and Shipbuilding</i> .....	1	2	
	Machinists and engineers.....	1		
	Engineers.....	1		
	<i>Woodworking</i> .....	1	1	
	Woodworkers .....	1		
	<i>Printing</i> .....	1	1	
	Printers.....	1		
	<i>Clothing</i> .....	1	1	
	Garment workers .....	1		
	<i>Food Preparation</i> .....	1	1	
	Butchers and meat cutters.....	1		
	<i>Tobacco</i> .....	1	1	
	Cigarmakers.....	1		
	<i>Transport</i> .....	1	4	
	Railroad conductors.....	1		
	Railroad engineers.....	1		
	Locomotive firemen.....	1		
	Railroad trainmen.....	1		
	<i>Barbers</i> .....	1	1	
	Barbers .....	1		
Streetsville .....	<i>Transport</i> .....	1	1	13
	Railway trackmen.....	1		
Thorold .....	<i>General Labour</i> .....	1	1	1
	Federal labour.....	1		
Toronto .....	<i>Building</i> .....	1	14	
	Bricklayers.....	1		
	Stone masons.....	1		
	Carpenters and joiners.....	3		
	Painters and decorators.....	2		
	Plasterers.....	1		
	Lathers.....	1		
	Stone cutters.....	2		
	Plumbers, gas and steamfitters .....	1		
	Builders' labourers.....	2		
	<i>Metal, Engineering and Shipbuilding</i> .....	1	17	
	Iron moulders.....	1		
	Coremakers.....	1		
	Machinists and engineers.....	1		
	Apprentices.....	1		
	Iron workers.....	1		
	Engineers .....	1		
	Electrical workers.....	1		
	Brass workers and metal polishers .....	3		
	Stove mounters.....	1		
	Blacksmiths.....	1		
	Boilermakers and iron shipbuilders .....	2		
	Sheet metal workers .....	1		
	Horseshoers.....	1		
	Jewellers.....	1		
	<i>Woodworking and Furnishing</i> .....	1	10	
	Woodworkers.....	4		
	Upholsters.....	1		
	Varnishers and polishers .....	1		
	Wood carvers.....	1		
	Carmen.....	1		
	Pattern makers.....	1		
	Gilders.....	1		

## LABOUR ORGANIZATION IN CANADA—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organi- zations in Locality.
ONTARIO—Con.				
Toronto .....	<i>Printing and Allied Trades</i> .....		8	
	Printers.....	1		
	Pressmen.....	3		
	Stereotypers.....	1		
	Bookbinders.....	2		
	Mailers.....	1		
	<i>Clothing</i> .....		3	
	Tailors.....	1		
	Boot and shoe workers.....	2		
	<i>Food Preparation</i> .....		3	
	Bakers and confectioners.....	1		
	Butchers and meat cutters.....	1		
	Bread salesmen.....	1		
	<i>Tobacco</i> .....		2	
	Cigarmakers.....	1		
	Tobacco workers.....	1		
	<i>Fur</i> .....		1	
	Furriers and fur fleshers.....	1		
	<i>Transport</i> .....		14	
	Railroad conductors.....	2		
	Locomotive engineers.....	3		
	Locomotive firemen.....	2		
	Railroad trainmen.....	2		
	Railway trackmen.....	1		
	Railroad switchmen.....	1		
	Street railway employees.....	1		
	Cab drivers and draymen.....	1		
	Teamsters.....	1		
	<i>Employees of Public Authorities</i> .....		3	
	Letter carriers.....	1		
	Civic employees.....	2		
	<i>Hotel and Restaurant Employees</i> .....		1	
	Bartenders.....	1		
	<i>Theatre Employees</i> .....		1	
	Theatre employees.....	1		
	<i>Delivery</i> .....		1	
	Bread drivers.....	1		
	<i>Broom Makers</i> .....		1	
	Broom makers.....	1		
	<i>Stenographers</i> .....		1	
	Stenographers.....	1		
	<i>Musicians</i> .....		1	
	Musicians.....	1		
	<i>Knights of Labour</i> .....		7	
	Knights of Labour.....	7		88
Trenton .....	<i>Woodworking</i> .....		1	
	Woodworkers.....	1		1
Tweed.....	<i>Transport</i> .....		1	
	Railway trackmen.....	1		1
Vermillion Bay.....	<i>Transport</i> .....		1	
	Railway trackmen.....	1		1
Wallaceburg.....	<i>Clothing</i> .....		1	
	Tailors.....	1		
	<i>Glass Manufacture</i> .....		2	
	Glass blowers.....	2		
	<i>General Labour</i> .....		1	
	Federal Labour.....	1		4
Waterloo .....	<i>Woodworking</i> .....		1	
	Upholsterers.....	1		
	<i>General Labour</i> .....		1	
	Federal Labour.....	1		2

LABOUR ORGANIZATION IN CANADA—*Concluded.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
<b>ONTARIO—<i>Con.</i></b>				
Welland .....	<i>Building</i>		1	
	Carpenters and joiners.....	1		
	<i>General Labour</i> .....	1	1	
	Federal Labour.....			2
Winchester .....	<i>Transport</i>		1	
	Railway trackmen.....	1		1
Windsor .....	<i>Building</i>		4	
	Bricklayers and masons.....	1		
	Carpenters and joiners.....	1		
	Painters and decorators.....	1		
	Plumbers, gas and steamfitters.....	1		
	<i>Metal Engineering and Shipbuilding</i> .....		2	
	Electrical workers.....	1		
	Sheet metal workers.....	1		
	<i>Clothing</i> .....		1	
	Journeyman tailors.....	1		
	<i>Transport</i> .....		6	
	Locomotive engineers.....	1		
	Locomotive firemen.....	1		
	Railroad trainmen.....	1		
	Railroad switchmen.....	1		
	Street railway employees.....	1		
	Teamsters and expressmen.....	1		
	<i>Clerks</i> .....		1	
	Clerks.....	1		
	<i>General Labour</i> .....		1	
	Federal Labour.....	1		15
Woodstock .....	<i>Metal Engineering and Shipbuilding</i> .....		1	
	Iron moulders.....	1		
" .....	<i>Woodworking</i>		1	
	Woodworkers.....	1		
" .....	<i>Printing</i> .....		1	
	Printers.....	1		
" .....	<i>Clothing</i> .....		1	
	Journeyman tailors.....	1		
" .....	<i>Transport</i> .....		1	
	Railway trackmen.....	1		5
York .....	<i>Transport</i>		2	
	Railroad conductors.....	1		
	Railroad trainmen.....	1		2
Total number of organizations in Ontario.				547

## THE PENNSYLVANIA COAL STRIKE AND THE COAL SITUATION IN CANADA DURING THE MONTH OF NOVEMBER.

IN the November issue of the *Labour Gazette* an attempt was made to analyse, as carefully and as exhaustively as possible within the limits of time and space at the disposal of the department, the effects of the strike of coal miners in the anthracite regions of Pennsylvania upon the general industrial, economic and

social situation throughout the Dominion. For the purpose of securing as comprehensive and accurate a supply of information on this subject as possible a special investigation was undertaken by the department, full details as to which were explained in the article in question. As then pointed out, there have been few industri-

disturbances more far reaching in their direct and indirect results, and few occurrences of recent years that have more clearly demonstrated the interdependence not only of individuals and of industrial classes but of whole communities and nations as well. The interest of Canada in this strike, it was shown, was, in point of fact, scarcely less immediate and acute than that of the country in which the disturbance occurred; this, as was fully explained in a special subdivision of the article dealing with coal production and supply in Canada, being due to the somewhat anomalous fact that the Dominion, though possessed of extensive and exceedingly valuable bituminous areas, was prevented through geographical reasons from availing itself to the full of its natural resources. Information as to various phases of the situation created by the Pennsylvania strike was accordingly requisitioned from the local retail coal dealers in the principal towns and cities of the Dominion, from the several coal-mining companies of Canada, and from the department's staff of special correspondents situated in the different Canadian cities, and the whole embodied in a review in which the general results of the strike upon trade, prices, industrial developments, labour conditions, social life, &c., throughout the Dominion were treated in detail.

The present article is devoted to a review of the leading developments reported in the fuel situation in Canada during the period which has elapsed since the final date to which the article in the November *Gazette* referred, and is to be considered as almost entirely supplementary to the earlier review. The correspondents of the *Labour Gazette* alone have been asked to supply information for the present article, though the department has also availed itself of the reports dealing with the situation which have appeared during the month in the local press of the Dominion. Special reference has been had in this supplementary article as to the general effect of the termination of the Pennsylvania coal

strike upon: first, the quantity of coal which has since come into the country; second, the price of coal as affected thereby; third, the extent to which the embarrassment of the situation has been due to lack of transportation facilities, and, fourth, the general outlook at the end of the month as to the fuel supply during the coming winter season. The more important instances of action on the part of municipalities during the past month have also been recorded.

A second division of the article is devoted to a review of the proceedings before the United States Coal Commission during the month just closed.

### I.—THE COAL SITUATION IN CANADA.

On the whole it may be said that developments throughout the Dominion, since the termination of the strike on October 15, have shown little tendency to change, what alterations were reported having been in the direction of alleviation of the situation. To a certain extent the report of the resumption of mining alone had the effect of relieving public anxiety, although the output of the mines has since been on a considerably smaller scale than before the strike. For the same reason the failure of the attempt, towards the close of the month, at a settlement between the operators and miners, independently of the commission, had a depressing effect upon the situation. The mild weather was a very prominent factor in preventing the full effects of the fuel stringency from being realized during November. The fact also that a not inconsiderable portion of the Canadian market is supplied by water transportation had the effect of attracting more of the supply available at the mines than otherwise would have come, in view of the near approach of the close of the season of navigation. This, while benefiting certain sections of the Dominion, had an opposite result on those portions dependent for coal wholly on transportation by rail. Thus Manitoba and certain divisions of Quebec are at present suffering

the least from the anthracite famine, while the inland points of western Ontario are, perhaps, feeling the effects most keenly, owing to the difficulty of obtaining supplies for rail transportation at the mines. The resumption of coal shipments has reacted favourably upon various trades and industries throughout the country, long-shoremen, for example, having been exceptionally busy in consequence, and certain manufactures having also benefited. The production of peat was reported last month as being carried on extensively, and mining operations in Nova Scotia and throughout the North-west Territories have been on a scale never before recorded in the history of the Dominion.

### The Present Fuel Supply.

On the whole, as above remarked, the general question of fuel supply throughout Canada may be said to have been alleviated by the termination of the strike and the consequent resumption of shipments of anthracite from the Pennsylvania coal regions. This, as also pointed out, is particularly true of the provinces capable of being served by water transportation. Leading points of information secured by the department as to developments during the past month in this connection are as follows:—

*Maritime Provinces.*—In Halifax, which may be taken as typical of conditions prevailing in those parts of Nova Scotia not in the immediate vicinity of the mines, the first cargo of anthracite coal to arrive since October 15 was on December 1, when it retailed at \$9.50 per ton. Similarly in Charlottetown, P.E.I., there has been one cargo only of 240 tons of hard coal brought in since the termination of the strike, and this may possibly prove the last of the season. St. John, N.B., dealers had difficulty in securing coal at the Pictou mines, but obtained a plentiful supply at Sydney of the bituminous product during the month. The total importation from Nova Scotia mines into New Brunswick was not materially affected. The collieries situated at Sydney, Pictou, Spring Hill

and Broad Cove were the leading sources of supply for St. John and other points in New Brunswick during the month, although two schooners from New York, with 250 and 240 tons of anthracite respectively arrived, and a further supply from the same source was expected daily.

*Quebec.*—At Quebec city, the first cargo of American anthracite received after the strike had ceased was on November 11 by the ss. *Bothnia*, from Oswego, N.Y., and consisted of about 1,182 tons. Some 18 canal boats, with cargoes averaging 155 tons each, which have since arrived, bring the total quantity of anthracite received during the month up to 5,314 tons, the quality of the coal being reported as up to the standard. Several hundred tons of hard coal have also been received by Sherbrooke dealers since the termination of the strike, the city having previously to that date supplemented its stock of hard coal with bituminous, and consequently finding it necessary now to add considerably to its usual supply of the latter. At Three Rivers, some anxiety is being felt, owing to the fact that only one barge load of American anthracite arrived during the month though winter stocks are far from completed. The load, moreover, consisted of only 227 tons, and was disposed of within two hours after its arrival. As navigation must shortly close, the city is therefore practically dependent upon rail transportation for its supply. In the meantime Welsh coal is being employed for heating purposes, and when good sleighing comes there will be, it is expected, an abundance of wood. St. Hyacinthe reports having received 100 tons of Lackawanna coal during the month. In Montreal, the increase in scale on which shipments of bituminous coal have been made from the Nova Scotia mines during the past few weeks (shipments to the St. Lawrence by the Dominion Coal Company alone this year having exceeded those of any other year by 300,000 tons), and the stocks of anthracite received since October 15, have done something to restore normal conditions in the local fuel market. Small purchases of anthracite at

alone allowed, but while the temporary demand is being on the whole well met, a great general stringency is nevertheless experienced. All the eastern cities of Canada, in fact, have conspicuously profited by the advantages of water traffic, Sorel, Chambly, and other places south of the St. Lawrence and in the vicinity of the Chambly canal and Richelieu river having received sufficient supplies of coal since the end of the strike to meet all requirements for the coming season. Only about 75 tons of coal have been received in Hull, however, during the month, and dealers are finding it impossible to fill orders.

*Ontario.*—In the province of Ontario, Ottawa dealers have found it very difficult to obtain anything like an adequate supply of coal since November 1, though the mild weather of the early part of the month did much to simplify the situation. What coal has been received is of excellent quality. Ottawa burns, it is estimated, 500 tons of anthracite per day in winter, the ordinary annual importation being about 60,000 tons, whereas this year only about 25,000 tons have been received from Pennsylvania. In Kingston, the situation is reported as unchanged from last month. About 2,000 tons of anthracite have been distributed in the vicinity of Belleville during November, and plenty of fuel for the winter is reported from that district. The quantity of coal received in Toronto since the end of the strike is very meagre as compared with the demand. Some dealers have been unable to obtain any supply whatever, while those who have received their coal by water have had a fair supply of large-sized anthracite coal for use in furnaces, but very little of the smaller grades suitable for domestic purposes. Some 32,722 tons of all kinds of coal, according to the report of the harbour master, have reached Toronto by water between October 15 and November 25, the quantity arriving by rail being estimated at about twice that figure. The supply of both bituminous and anthracite coal arriving in Hamilton since the resumption of op-

erations in the Pennsylvania coal districts is estimated to be about equal to that received while the strike was in progress. At Dundas a shipment of anthracite has been received, and is being sold in half-ton lots. Beamsville reports a more serious situation, one factory being in danger of closing down for want of coal, at the end of the month. Similarly, very little coal has reached Brantford since the termination of the strike. In Guelph, the cold weather experienced during the closing days of the month drew attention with additional emphasis to the shortage existing in the local fuel supply, very little coal having been received during the month, and that being sold either to the large consumers or to householders in smaller quantities, in neither case being more than sufficient for immediate necessities. All kinds of fuel are difficult to obtain in Stratford, hard coal arriving only at intervals and being sold in small quantities. The Grand Trunk Railway employees have secured 250 cords of hard wood at Lucknow, the company allowing them a rebate of one-half on freight rates. About 1,500 tons of coal have arrived at London since October 15th. The usual winter supply for this city amounts to about 60,000, and not more than 10,000 tons have been received since April 1. St. Thomas reports only a few car-loads of hard coal delivered since October 15. In Chatham also a scanty supply is available. At Windsor, the situation remains with little change from last month, soft coal, wood and natural gas being obtainable in the usual quantities.

*Manitoba and the West.*—The closing of the strike in Pennsylvania has enabled dealers in Winnipeg to meet the demand for anthracite without unusual difficulty. Deliveries were comparatively free immediately after the resumption of mining operations, though a slight stringency was again experienced towards the end of November. The fact that in anticipation of the close of navigation the demand of this section of the country were complied with among the first, accounts for this. At

Brandon, 320 tons of anthracite has been received from Fort William and 60 tons of Souris coal during the month. The supply of bituminous coal and lignite from the mines of Souris, Lethbridge and other points in the west has been governed solely by the facilities at the command of the transportation companies. On the whole, with local exceptions, no great anxiety as to the present fuel supply is being felt in the larger centres of population. In British Columbia, as was explained in detail in the November *Gazette*, the effects of the Pennsylvania strike were of a very secondary nature. At New Westminster, for example, no Pennsylvania coal is used except for blacksmithing purposes, and that to the extent of only about 100 tons annually. Similarly in Vancouver, Victoria and Nanaimo, there were no abnormal features reported during the past month in the local fuel situation, the mines of the province supplying the great bulk of the product consumed and the problem of the fuel supply being for all practical purposes wholly unaffected by the occurrences which have produced such far-reaching results in the provinces of the Dominion dependent upon the Pennsylvania mines as their chief source of supply.

### The Movement of Prices during November.

On the whole it may be said that the effect of the termination of the strike in Pennsylvania was to relieve the high tension at which prices ruled prior to the settlement. This, however, was dependent largely on the extent to which the settlement rendered available a supply of fuel adequate to the particular localities in question. Thus, in Ontario, more specially in the districts which can be reached only by rail transportation, little or no reduction in the prices obtaining in the fuel market during October were reported. The preceding section of this article will, however, have thrown sufficient light upon this phase of the question. Fuller particulars by localities as to fuel prices during the past month are as follows:—

*Maritime Provinces.*—In Halifax, the prices of soft coal, coke and wood had a manifestly upward tendency during the month from those quoted in the November *Gazette*, though in Prince Edward Island no changes were reported. In St. John, N.B., also, coal prices remained about the same, viz., \$6.80 to \$8.25 per cauldron, the prices ruling for the anthracite received from New York during the month being \$9 per ton delivered, the chestnut selling for \$6 per ton.

*Quebec.*—On November 12, \$10 per ton, delivered, was asked by coal dealers in the city of Quebec for American anthracite, and the same price was current at the close of the month. The fact that a number of consumers had already secured a supply of soft coal and wood for the winter previous to the arrival of the shipments referred to above, had the effect of reducing the demand for anthracite. Considerable dissatisfaction is expressed over the high level of prices maintained by the dealers. Soft coal prices have remained steady, but the price of wood, with increased stocks offering and fewer purchasers, has declined fully 20 per cent. At Sherbrooke, soft coal prices have remained with little change, while anthracite has declined slightly and is now selling at \$7.75 per ton. The price of wood has dropped to \$4 and \$4.50 per cord, or about the same as that current last year in November. At Three Rivers anthracite sold at from \$8 to \$8.50 per ton during the month, Welsh coal at \$7.50 per ton, and soft coal at from \$5 to \$5.25 per ton. Hard wood sold at the following prices:—20-inch, \$3.25 per cord; 24-inch, \$3.75; 36-inch, \$5.50. Mixed wood sold as follows:—20-inch, \$3; 24-inch, \$3.40, and 36-inch, \$4.50 and \$4.75. At St. Hyacinthe, \$8.50 per ton was asked for Lackawanna coal, the price of wood remaining unchanged. In Montreal, the general price obtained for anthracite during November was \$7.50 per ton. The price of the wood which certain citizens brought into the city for public sale and distribution ranged from \$4.50 to \$8.50 per

cord, according to quality, that being the cost price. At Hull, prices followed the Ottawa market during the month, namely, \$8.50 per ton.

*Ontario.*—Prices in Ottawa have not decreased since October 15, and the tendency is towards the maintenance for the present of current quotations, namely, \$8.50 per ton. Different prices are asked for different grades. A ton, half Welsh and half anthracite, sold at \$9.05, the increased price being due to the expense of laying the Welsh article down in Ottawa. In order to dispose of the Welsh coal in hand, bought at an enhanced price previous to the termination of the strike, several Ottawa dealers have refused to sell except upon the basis above mentioned. The city council has decided that 2,000 tons of the Welsh anthracite ordered by the city should be placed on the market at \$8 per ton. At Kingston, the trend of prices has been downward during the month, and hard coal is now quoted at from \$7 to \$7.50 per ton. The latter price also obtains in Belleville. At Peterborough, anthracite sold at \$8 during the month, and good hard wood at from \$7 to \$7.50 per cord. In Toronto, the trend of prices during November was downward, anthracite in small quantities being obtainable at \$8 per ton, and soft coal, of a size and quality suitable for furnaces and kitchen ranges, at \$7 per ton. Good wood, cut and split, sold for \$9 per cord. In Hamilton, the prices of coal since October 15 have been: Bituminous, \$6 to \$7; anthracite, \$8, or about \$2 in advance of the usual price. At Dundas, \$7 per ton was asked for anthracite received during the month. The first consignment of anthracite which reached the city of Brantford after the termination of the strike sold for \$10 per ton, but on the arrival of two other shipments shortly after, the price fell to \$8. Prices of hard wood in the same city dropped from \$9.25 to \$8 per cord for 4-foot wood. Gas and peat prices have maintained their high level. At Guelph, hard coal sold at \$8 per ton, soft coal at \$6.50, best wood at \$8.25 per cord, while an

inferior quality brought \$5.25 per cord. This represents a slight decrease in the price of coal and of second grade wood. The prevailing price of hard coal in Stratford throughout the month was \$8 per ton, and of soft coal, of which the supply was more abundant, \$7.50 per ton; hard wood sold at from \$8.50 to \$9 per cord, and soft wood at \$6. At London, coal sold at \$8 per ton to those who did not place their orders during the summer, and at \$7 to those who did. The price last year was \$6.50. Coal oil at London and Woodstock has advanced in price from 15c to 18c a gallon. Coal sold at St. Thomas at \$8 per ton, and wood at \$2.50 to \$3 per cord, short.

*Manitoba and the West.*—With the announcement of the settlement of the Pennsylvania strike, the price of anthracite in Winnipeg dropped nearly to its normal level, many sales being made at \$11 per ton. Later, however, the price rose to \$13.50, at which rate deliveries were being made at the close of the month. Prices of soft coal in the meantime did not vary. The same remark obtains, with local modifications, with regard to the other leading towns and cities of the west which came within the influence of the recent disturbance of normal market conditions. At Brandon, anthracite dropped from \$20 to \$12 a ton, there being no change in the price of bituminous coal and wood from last month.

### The Transportation Problem.

Apart from the inadequacy of the supply of anthracite due to the prolonged cessation of operations in the Pennsylvania mines, it is undoubtedly the case that no small part of the stringency at present prevailing in the coal situation in Canada is due to the insufficiency of transport facilities for handling what coal there is to be obtained. As pointed out in the November issue of the *Gazette*, the problem of the coal supply of Canada is very largely one of transportation, though, of course, the absence of anthracite in the coal bearing areas of the Dominion would make this

country dependent upon the United States in any case for its supply of that commodity. The bituminous deposits of Nova Scotia and British Columbia, however, are so extensive and of such excellent quality that it is only the geographical situation of these provinces and the consequent transportation charges that prevents them from supplying the entire Dominion. In addition to the ordinary difficulties of the case, however, the fact that the railway companies have had, during the past few weeks, to supply a demand which in ordinary years is extended over the entire summer season, and that also in the midst of a period when the extraordinary prosperity of the country is already taxing its railways to the utmost, has added exceedingly to the difficulty of the situation. The railways also have had to contend during the past few weeks with the preference given at the mines to the water transportation companies in the matter of a supply. Something of the varying phases of this transportation stringency throughout Canada may be learned from the following brief notes of its characteristic features in the several leading cities of the Dominion.

*Maritime Provinces.*—At Halifax, and throughout Nova Scotia generally, there seems to have been no particularly active demand on transportation facilities arising out of the coal situation during the past month, apart from that reported in connection with the increased output of the bituminous mines of the province. In Prince Edward Island, likewise, no extraordinary demand for transportation has recently developed, and the companies have proved equal to the occasion. New Brunswick, however, has suffered considerably from the inability of the railway companies to handle the output of the Nova Scotia mines with the expedition required by the occasion.

*Quebec.*—As above pointed out, the late closing of navigation has been of great benefit to the province of Quebec in the matter of relieving the stringency of the past few weeks. Until the close of the

month, in fact, the transportation companies had, on the whole, with local exceptions, fairly well met the increased demand on their facilities. This is particularly true of the cities of Quebec, Montreal and Sherbrooke. Three Rivers, however, as already stated, will be dependent on all-rail coal for the winter, and at St. Hyacinthe the coal dealers are greatly embarrassed by the limited number of cars which the railway company are able to place at their disposal. The inadequacy of the supply at Hull also is very largely due to the incapacity of the railways, the matter of securing return freights being, in this case, perhaps the most embarrassing feature of the situation.

*Ontario.*—The scarcity of cars is also a leading cause of the lack of coal supply reported at Ottawa. At Kingston the transportation companies are reported to be meeting the increased demands on their facilities as well as usual, boats reporting that they have been kept waiting 8 or 10 days for a cargo of coal at American ports. Vessel owners during the month charged \$1 per ton freight from Oswego to Belleville, Deseronto and Trenton. Toronto dealers state that the demand for transportation facilities was very poorly met throughout the month, and that it was extremely difficult to obtain the necessary cars. The car famine is, in fact, being felt in all lines of business, but, from the nature of the case, is most apparent in connection with the urgent necessity of securing a supply of fuel before the setting in of winter. At Hamilton the transportation problem has been, on the whole, better met, though the shortage of cars is felt there as well as elsewhere. It is in the inland portion of western Ontario, perhaps, that conditions have been most embarrassing during the past month. The car famine there has been particularly severe, and there has been much difficulty experienced in the obtaining of supplies at the mines for the points. At Brantford not only has very little coal been received, but it has been found very difficult to obtain wood from

points necessitating handling by transportation companies. Similarly at Guelph great difficulty has been experienced in getting cars for hauling wood, the high price of coal having greatly increased the consumption of wood as fuel in that vicinity. At London it is reported that coal has taken two weeks and over to come from the Pennsylvania mines to that city. A large quantity of soft coal was landed at Port Stanley by boat during the month, and has had a considerable effect on the local situation.

*Manitoba and the west.*—The main features of the present situation in Manitoba, in relation to the transportation problem, have been already referred to in outline. Considerable anthracite has gone in by way of the great lakes, but in the matter of the marketing of the products of the Souris, Lethbridge and other mines of western Canada, very serious complaints were registered during the month concerning the lack of transportation facilities. The very heavy demand upon the railway companies in connection with the exceedingly bountiful grain crop of the west this year has still further increased the difficulties of the situation. With regard to British Columbia the situation shows no alteration from that of former years.

### **Municipal and other Corporate Action.**

There have been a number of instances of action taken in connection with the fuel stringency by municipalities and other corporate bodies during November. The Teamsters' Union and the Trades and Labour Council of St. John, N.B., imported five car-loads of coal from Broad Cove Mines, Cape Breton, and delivered it from the cars at \$6.80 per cauldron. At Quebec the Citizens' Committee, organized in October, and composed in the main of the clergy of all denominations and the officers of the various charitable societies, adjourned subject to the call of the chairman without taking action. Mention has been made above of the action of the mayor and other gentlemen of the city of Montreal in

establishing fuel yards in different parts of that city, from which wood is now being retailed at cost. The supply of Welsh and bituminous coal purchased by the municipality of the city of Ottawa arrived during November, the latter being sold rapidly. Sales of the Welsh coal, however, were very slack throughout November, the coal being quoted at \$12 a ton until the close of the month. No further municipal action was reported from Kingston during November. The municipal fuel yards in Toronto were in full operation during the month, the commissioner reporting on the 19th to the Board of Control that 997 loads of fuel in the aggregate had been delivered from four yards. Arrangements were made for bringing about 3,700 tons of Welsh coal, ordered by the city, by water from Montreal. A considerable loss, it is estimated, will be sustained by the city in its fuel operations. The selling of coal and wood by the municipality of Hamilton was discontinued during November. The suit for \$5,000 brought by one of the local coal dealers against the municipality for failing to accept the balance of an order of soft coal at \$8 per ton will be defended. At a meeting of the city council late in the month the mayor was instructed to appoint a special committee to wait upon the Ontario legislature to obtain power to maintain a municipal coal and wood yard. At Brantford the establishment of two municipal fuel yards considerably alleviated the situation during the month, 855 cords of wood having been received by the city, and 320 cords delivered. A small quantity of wood purchased by the city council of Guelph arrived during November, but it was found difficult to obtain a supply, and that received was only of average quality. The municipal wood yard at London continues to sell wood, hardwood bringing \$7.50 per cord, long.

### **The Outlook.**

With regard to the outlook little can be added to what is implied in the foregoing statement as to the developments in the

fuel situation reported in Canada during the month of November. What modification of the general outlook has occurred has been, on the whole, in the direction of relief from the stringency under which the market was labouring prior to the termination of the strike, though it should be borne in mind that local instances to the contrary are far from infrequent.

*Maritime Provinces.*—In Nova Scotia at present no anxiety is being felt as to the supply of coal for the coming winter. Considerable anthracite is reported as on the way to Halifax, and orders for the same are being taken at \$8 per ton. Halifax coal dealers are anticipating a gradual lowering of the price, until, by January 1, the normal level will be attained and the supply equal to all requirements. The Prince Edward Island supply depends considerably on the date of the closing of navigation. If weather conditions during the first half of December prove favourable ample coal for the winter will be laid in at Charlottetown. Similarly at St. John, N.B., coal is arriving daily from Cape Breton in quantities that relieve all immediate anxiety.

*Quebec.*—At Quebec the supply received during the month is sufficient for the necessities of the city for some time to come, this being particularly true of fuel other than anthracite coal. The scarcity of coke, however, which is the fuel generally used to heat new buildings, will cause inconvenience in the inside building trades during the coming winter. Sherbrooke wholesale dealers, though anticipating a scarcity throughout the winter, will be able to supply customers in small quantities, and no further increase in price is contemplated. Three Rivers, as previously stated, is dependent upon all-rail coal for its supply for the coming winter, and until December 15 no idea of the quantity thus obtainable can be arrived at. Coal merchants at St. Hyacinthe also do not expect to receive more anthracite until December 15, and the prospects in that city for the coming winter are not of the most hopeful.

With the close of navigation Montreal will also receive a more restricted volume of supply than has come into the city during the past five weeks. In spite of the efforts put forth to take full advantage of the period of open inland navigation, the supply of anthracite received in Montreal up to November 30 is extremely small, as compared with the normal consumption of that city. In Hull the abundant supply of mill wood goes far to meet the stringency caused by the almost total scarcity of coal.

*Ontario.*—With regard to the outlook in Ottawa, no real hardship is anticipated, but customers will probably have to be satisfied with small quantities at a time from dealers. A slight advance in price is looked forward to in Kingston as the season advances. There is plenty of fuel available for Belleville and district during the coming winter, hardwood being abundant in that locality and being extensively used by householders in the absence of coal. Hardwood similarly is abundant at Peterborough, but the supply of coal on hand will permit the retailing of it only in small quantities. At Toronto there will be an ample supply of soft coal throughout the winter, at present or perhaps lower rates, but that and wood must constitute the main supply of the city's fuel, it being generally admitted that anthracite will not be available for some time to come in quantities sufficient to meet the demand. The city of Hamilton likewise will be forced to depend to a very considerable extent on substitutes for anthracite for fuel, though no pronounced inconvenience is anticipated. Brantford and other inland points in Ontario will benefit, as above remarked, by the close of navigation, which will increase the supply of coal available at the mines for haulage by rail. Wood is abundant at Brantford and prompt deliveries may be secured from the farmers of the district. In the meantime the limited supply and high prices of coal are causing much inconvenience. At Guelph much anxiety is felt over the situation; few citi-

zens have any supply of fuel on hand, and only a very small quantity can be obtained. A sudden advent of cold weather would undoubtedly cause much inconvenience and distress in this locality. The plan of distributing coal in small quantities to each consumer will, it is thought, prove successful in tiding over the coming winter at Stratford. In London, however, the outlook is very discouraging, and not more than half the usual supply is expected. St. Thomas, on the other hand, has a half supply already received, and dealers have no apprehension concerning the balance when required.

*Manitoba and the west.*—At Winnipeg, and the leading centres of population throughout the west, no deep anxiety is being felt, in spite of the manifest difficulty of securing transportation facilities at the mines of the west. Should there be a shortage of coal at Winnipeg there will be sufficient wood at points adjacent, and the freezing up of the swamps and the advent of sleighing will assist in rendering this form of supply available. It is announced also that the Crow's Nest Pass mines will have an increased supply available for the western market after the first of the year. At Brandon, however, the outlook for a sufficient fuel supply for the winter is serious, and there is suffering in a number of the country places of the district.

## II.—REVIEW OF THE PROCEEDINGS BEFORE THE UNITED STATES COAL COMMISSION DURING NOVEMBER.

In the November issue of the *Labour Gazette* a review of the strike of Pennsylvania anthracite coal miners was published and the leading particulars as to the origin, progress and settlement of that protracted industrial disturbance given in connection with an analysis of its general effects upon social, economic and industrial conditions in Canada. As was then stated, the miners returned to work on October 23rd, on the appointment by the President of the United States of a commission to investigate the points at issue between the mine

operators and their employees, the award of the commission to be binding upon both parties.

The initial meeting of the commission was held on Friday, October 24, when its final organization was completed, and an announcement made as to the times and places at which hearings would be given. Prior to the end of October, it was also announced that whatever might be the terms of settlement finally arranged in regard to the various matters in dispute between the miners and the owners, they should date in their effect from November 1.

Prior to the first meeting of the commission during the past month for the hearing of evidence, a statement of the mine workers' case was filed with the commission on November 4. It reiterated the demands formulated by the Shamokin convention held in March, for the enforcement of which the strike was inaugurated. The full text of these may be read in the *Labour Gazette* for November. Copies of the statement were furnished to the operators on November 11. On November 7, a large part of the individual operators in the Lackawanna and Wyoming coal regions had agreed to become parties before the commission and to accept its decision. The presidents of the coal companies denounced the demand for 20 per cent increase in wages on piece-work as 'arbitrary, unreasonable and unjust,' denied that the present rate of wages is lower than is paid in other occupations, and generally held that the anthracite regions of Pennsylvania were amongst the most prosperous for labour in the United States. A feature of the replies was the avoidance of any official recognition of the United Mine Workers of America.

### November Sitzings of the Commission.

With these preliminary statements in hand, the commission of arbitration held its first public session for the hearing of evidence at Scranton, Pa., on November 14, the workmen being first called upon to

present their argument. President John Mitchell, of the United Mine Workers, was the first witness examined. He dwelt in detail on the reasons for the various demands of the mine workers, the substance of which had been given previously. The responsibility of the mine workers' organization was also dealt with at length, and a plan for the settlement of grievances outlined. Mr. Mitchell concluded with a protest against the forcing of children into the mines and breakers at so early an age. The cross-examination followed on November 15 throughout both sessions of the commission. On the 17th also, the cross-examination of the president of the miners' union consumed the entire sessions of the commission, the chief points under discussion being the question of the responsibility of the union for alleged acts of lawlessness committed during the progress of the recent strike. The status of the non-union men who continued at work during the strike was also defined on the 17th, they not being allowed representation by counsel unless guaranteeing submission to the award of the commission. On November 18. President Mitchell, for the fourth successive day, occupied the stand, the prolonged nature of the examination causing considerable difficulty to the arbitrators, especially in view of the decisive stand taken by both parties to the dispute as to the recognition of the miners' union. The evidence of President Mitchell was completed at noon on November 19. Evidence as to living conditions in the mining regions followed.

#### **Attempted Settlement by Agreement.**

An important development was reported on November 21, when the mine workers, through their representatives, agreed with the mine owners to attempt to settle the

differences between the parties outside of the commission. The proposition was made on a compromise basis. The tendency towards an extreme prolongation of the proceedings before the commission was stated to be the chief reason for the new and separate attempt at a settlement. The commission accordingly adjourned on November 22, to meet on December 3, in order that in the interval an agreement on the points in dispute might be arrived at by the contesting parties, a 'conciliation' committee being appointed so that the wishes of the commission might be officially voiced with regard to any matter which might arise in the interval, as the commission still assumed the responsibility for the final award to be made. By November 26, however, the attempt at an independent settlement proved futile, on the refusal by the officers of the coal operators to consent to an interview with the president of the Mine Workers' Union. The reason alleged by a number of the independent operators was that a settlement before evidence had been presented to the commission in reply to that of the miners would, in the eyes of the public, amount to a confession that they had been guilty of the offences charged against them. The settlement on any other terms, it was claimed, than by the award of the commission, would not only prolong the troubles of the past, but would so magnify them as to render them unbearable. At the close of the month, accordingly, no further progress had been made towards a final settlement on the independent basis proposed on November 21, and the reassembling of the commission on December 3 was being looked forward to as the sole means at the disposal of those interested in the termination of this long-standing dispute.

**WAGES AND HOURS OF RAILWAY EMPLOYEES, CANADA** (*Continued*).**III. LOCOMOTIVE FIREMEN.**

**I**N the October number of the *Labour Gazette* there was published the second of a series of statistical tables on the current rates of wages and hours of employment of locomotive engineers on the several railways in Canada. In the present number corresponding tables for locomotive firemen are published. These tables form part of the series of statistical tables of rates of wages and hours of labour of the several classes of employees on the railways of the Dominion. The series was commenced in the September number of the *Gazette* with an article giving particulars as to the manner in which the investigation upon which these tables are based was carried on and the methods of classification adopted in tabulating the results of the investigation. In that number was also published the first tables of the series giving the current rates of wages and hours for railway conductors.

As in the previous tables, index numbers have been substituted for the names of the companies, and the department in setting forth the rates was not given averages except to a limited degree, but has confined its statements to the forms adopted in the returns made by the several companies. In this manner the tables will be useful in illustrating not only the actual amounts paid by way of remuneration, but the different methods of payment which sometimes prevail on roads in close proximity to each other and in the same province.

**Method of Classification.**

The figures presented in the present table are taken from returns made by about 50 different companies in all parts of the Dominion. The data has been classified so as to present the facts in a concrete and simple form, and in a manner best adapted for purposes of comparison. The grouping has been made, first of all, according to provinces, and within each province according to classes of trains, where a difference in the rates paid has been speci-

fied in the returns sent to the department. Where no mention of any particular class of train has been made, the rates have been inserted in the first column appearing, namely, that which gives particulars in reference to rates paid on passenger trains. For each class a further classification according to method of payment has been made, as for example, where payment is by time or by distance, as per hour, per day, per month, or per mile or per 100 miles. Under the heading 'specified conditions' more complete details are given, as for example, particulars as to the differences according to length of time of service, class of engine used, or the nature of particular routes.

**Rates Paid.**

A comparison of the statistical tables on the wages and hours of locomotive engineers, with the present tables on the wages and hours of locomotive firemen, will disclose the fact that the method of payment of each of these two classes is pretty much the same, and is generally made on a basis of a certain rate per day, the firemen receiving payment at a lower rate, the average being in many cases about one-third less. The rates and conditions will be seen to vary considerably on the several roads, not only as between provinces, but frequently as between roads operated in the same province. For this reason the department has not attempted any grouping under the head of averages, but has given, instead, the rates for the companies as specified in the returns made by them. Where not specified otherwise, 100 miles or 10 hours may be regarded as an equivalent to a day's work, but this is only a rule to be applied generally and may or may not be true in particular cases.

**Other Tables.**

Statistical tables on the wages and hours of baggagemen and brakemen will be published in the January number of the *Gazette*.

WAGES AND HOURS OF

TABLE No. 3.—  
CLASS OF

PROVINCE.	Railway Co.	PASSENGER.						MIXED.						THROUGH
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	
P. E. Island.	12	1st year service.	c.	\$	c.	\$ c.	\$		c.	\$	c.	\$ c.	\$	
		Summer .....				1 40								Rate fixed as passenger rates on an allowance of so many miles run to a day. For example, on some runs 1 day passenger run would equal 1½ dys freight run
		Winter .....				1 45								
		2nd year.												
		Summer .....				1 50								
		Winter .....				1 55								
		3rd year.												
		Summer .....				1 60								
		Winter .....				1 65								
		4th year.												
		Summer .....				1 75								
		Winter .....				1 80								
Nova Scotia.	5	1st 6 months..			14									
		After 6 " ..			16									
		Consolidated locomotive cylinders, 21 x 26 or over.			17									
	6	150 miles = day					37 50							
	7				12½									
					14									
	8	1st y. service.				1 25								
		2nd " ..				1 35								
		3rd " ..				1 40								
		4th y. sub.				1 50								
	2	1st y. service.				1 40								1st y. service
New Brunswick.		2nd " ..				1 50								2nd " ..
		3rd " ..				1 60								3rd " ..
		4th " ..				1 75								4th " ..
														With cylinder 19 in. or over.
														1st y. service
														2nd " ..
														3rd " ..
														4th " ..
	10	day = 10 hours				1 40								
						1 52								
	15	day = 10 hours				1 40								
	16					1 25								
	14					1 00								
						1 15								
	2	1st y. service.				1 40								1st y. service
		2nd " ..				1 50								2nd " ..
		3rd " ..				1 60								3rd " ..
		4th " ..				1 75								4th " ..
	17	day = 12 hours				1 50								
	39	day = 10 hours				1 62								
		Main line.						Main line.						Main line.
	1	Senior rate...	1 <sup>05</sup> / <sub>100</sub>					Senior rate.	1 <sup>80</sup> / <sub>100</sub>					Senior rate..
		Junior " ..	1 <sup>53</sup> / <sub>100</sub>					Junior " ..	1 <sup>67</sup> / <sub>100</sub>					Junior " ..

## RAILWAY EMPLOYEES, CANADA.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES B, No 10.

LOCOMOTIVE FIREMEN.  
TRAINS.

[illegible]

## WAGES AND HOURS OF

TABLE No. 3.—

CLASS OF

PROVINCE.	Railway Co.	PASSENGER.					MIXED.					THROUGH		
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.
			c.	¢	c.	¢ c.	¢		c.	¢	c.	¢ c.	¢	
New Brunswick—Con.		Branch line.												Branch lines
		Senior rate...	1 <sup>55</sup> / <sub>100</sub>											Senior rate..
		Junior "...	1 <sup>57</sup> / <sub>100</sub>											Junior " ..
		Extra allowance for heavy engines.												
Quebec.....	18					2 00		1st class...			1 50			1st class...
								2nd class...			1 40			2nd class...
								3rd class...			1 30			3rd class...
	20					1 60								
						1 80								
	19					2 00								
	22	Main line....		1. 60										Main line...
		Branch line...					40 00							
	21					1 50								
	23	day=10 hours				1 50								
						1 75								
	42	day=12 hours				1 25								
						1 40								
	43					1 90								
	2	1st y. service				1 40								1st y. service
		2nd " ..				1 35								2nd " ..
		3rd " ..				1 40								3rd " ..
		4th " ..				1 50								4th " ..
														With cylinder 19 in. or over.
														1st y. service
														2nd " ..
														3rd " ..
														4th " ..
	3	Varies according to division or district.	1 <sup>54</sup> / <sub>100</sub>			1 60		Varies according to district or division.	1 <sup>71</sup> / <sub>100</sub>					Varies according to division.
		Special runs..	1 <sup>52</sup> / <sub>100</sub>				48 00							Special runs.
							57 00							
Ontario.....	1	Main line.					Main line.						Main line.	
		Senior rate...	1 <sup>65</sup> / <sub>100</sub>					Senior rate.	1 <sup>80</sup> / <sub>100</sub>					Senior rate.
		Junior rate...	1 <sup>53</sup> / <sub>100</sub>					Junior rate.	1 <sup>67</sup> / <sub>100</sub>					Junior rate..
		Branch line.												Branch line.
		Senior rate ..	1 <sup>65</sup> / <sub>100</sub>											Senior rate..
		Junior rate...	1 <sup>51</sup> / <sub>100</sub>											Junior rate..
		Extra allowance for heavy engines.												
	27						30 00							
	24	1st y. service.				1 10								
		2nd " ..				1 25								
		3rd " ..				1 40								



WAGES AND HOURS OF  
TABLE No. 3  
CLASS OF

PROVINCE.	Railway Co.	PASSENGER.					MIXED.					THROUGH.		
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.
			c.	¢	c.	¢ c.	¢		c.	¢	c.	¢ c.	¢	
Ontario-Con	25	day=12 hours \$1 per month added for each year's service.	...	...	...	...	50 00	...	...	...	...	...	...	12 hrs.=day \$1 per month added for each year's service.
	26	day=10 hours	...	...	18	...	...	...	...	...	...	...	...	day=10 hrs.
	23	1st class...	...	...	...	1 71	...	...	...	...	...	...	...	
		2nd class...	...	...	...	1 61	...	...	...	...	...	...	...	
		(100 miles= day's run).	...	...	...	...	...	...	...	...	...	...	...	
	30		...	...	...	1 10 1 25	...	...	...	...	...	...	...	
	40		...	...	...	...	65 00	...	...	...	...	...	...	
	4		...	...	...	1 70 1 90	...	...	...	...	...	...	...	
	3	Varies accord- ing to divi- sion or dist- rict.	1 <sup>54</sup> / <sub>100</sub> 1 <sup>41</sup> / <sub>100</sub>	...	...	...	...	Varies ac- cording to district or division. <i>Western Di- vision—</i>	1 <sup>71</sup> / <sub>100</sub> 1 <sup>24</sup> / <sub>100</sub>	...	...	...	...	Varies ac- cording to district or division. <i>Western Di- vision—</i>
								Senior	162 <sup>1</sup> / <sub>2</sub> 2 00	...	...	...	...	Senior
								Junior	1 <sup>30</sup> / <sub>100</sub> 1 <sup>80</sup> / <sub>100</sub>	...	...	...	...	Junior
		Specified runs	...	...	...	...	40 00 -68 00	...	...	...	...	...	...	Specified runs.
	1	Junior rate...	...	...	...	1 51	...	...	...	...	...	...	...	Junior rate.
		Senior rate	...	...	...	1 65	...	...	...	...	...	...	...	Senior rate.
	Manitoba					Further West	...	...	...	...	...	...	...	...
4		wheel cou- pled engine, junior.	1 60	1 85	...	...	...	4 wheel en- gine, jr	1 70	...	...	...	...	4 wheel cou- pled en- gine, jr.
4		wheel cou- pled engine, senior.	1 75	2 05	...	...	...	4 wheel en- gine, sr.	1 90	...	...	...	...	4 wheel cou- pled en- gine, sr.
10		wheel Mo- gul engine, junior.	1 75	2 00	...	...	...	10 wheel Mo- gul, jr.	1 85	...	...	...	...	10 wheel Mo- gul engine, jr.
10		wheel Mo- gul engine, senior.	1 90	2 20	...	...	...	10 wheel Mo- gul, sr.	2 05	...	...	...	...	10 wheel Mo- gul engine, sr.
		Consolidation engine, jun.	1 95	2 20	...	...	...	Consolidat'n engine, jr.	2 05	...	...	...	...	Consolidat'n engine, jr.
		Consolidation engine, sen.	2 10	2 40	...	...	...	Consolidat'n engine, sr.	2 25	...	...	...	...	Consolidat'n engine, sr.
1		4 wheel en- gine, jun.	...	...	...	1 85	...	4 wheel en- gine, jr.	...	...	1 85	...	...	4 wheel en- gine, jr.
		4 wheel en- gine, sen.	...	...	...	2 10	...	4 wheel en- gine, sr.	...	...	2 20	...	...	4 wheel en- gine, sr.
		10 wheel Mo- gul, jun.	...	...	...	2 00	...	10 wheel Mo- gul, jr.	...	...	2 00	...	...	10 wheel Mo- gul, jr.
		10 wheel Mo- gul, sen.	...	...	...	2 25	...	10 wheel Mo- gul, sr.	...	...	2 35	...	...	10 wheel Mo- gul, sr.
		Consolidation engine, jun.	...	...	...	2 50	...	Consolidat'n engine, jr.	...	...	2 50	...	...	Consolidat'n engine, jr.

RAILWAY EMPLOYEES, CANADA—*Continued.*LOCOMOTIVE FIREMEN—*Continued.*TRAINS—*Continued.*

FREIGHT.						WAY FREIGHT.						WORK AND CONSTRUCTION.							
Per mile.	Per 100 miles.		Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.		Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.		Per hour.	Per day.	Per month.
¢.	¢.	c.	¢.	¢.	¢.		c.	¢.	c.	¢.	¢.	¢.		c.	¢.	c.	¢.	¢.	¢.
					45 00								(yard) 12 hrs. = day.						40
			0 18			10 hrs = day..				18			\$1 per month added for each y. serv.						
				1.56															
					60 00														
177 100 194 100						Varies according to district or division.	205 100 228 100						Varies according to district or division.				15 22½		
162½ 2 00 150 100 150 100						Senior.....	190 100 210 100												
						Junior.....	150 100 238 100												
					47 00														
					64 00														
			1 62			Junior rate..				1 99									
			1 80			Senior rate..				2 14									
		Further West.														Further West.			
1 70	1 85					4 wheel coupled engine, jr.	2 10						4 wheel coupled engine, jr.	17 —18½					
1 90	2 15					4 wheel coupled engine, sr.	2 25						4 wheel coupled engine, sr.	19 —21½					
1 85	2 00					10 wheel Mogul engine, jr.	2 25						10 wheel Mogul engine, jr.	18½—20					
2 05	2 30					10 wheel Mogul engine, sr.	2 40						10 wheel Mogul engine, sr.	20½—23					
2 05	2 20					Consolidation engine, jr.	2 45						Consolidation engine, jr.	20½—22					
2 25	2 50					Consolidation engine, sr.	2 60						Consolidation engine, sr.	22½—25					
			1 85										4 wheel engine, jr.				1 85		
			2 20										4 wheel engine, sr.				2 20		
			2 00										10 wheel Mogul, jr.				2 00		
			2 35										10 wheel Mogul, sr.				2 35		
			2 50										Consolidation engine, jr.				2 50		





## THE INDUSTRIAL DEVELOPMENT OF THE KOOTENAY DISTRICTS, BRITISH COLUMBIA, WITH SPECIAL REFERENCE TO LABOUR CONDITIONS.\*

THE history of the development of the Kootenay districts of British Columbia has been very similar to that of the North-western States of the American Union. Owing their importance to the exceedingly rapid growth of the mining industry, the Kootenays have come to the front within the past decade. It is barely ten years since capital was first applied in any appreciable measure to the development of mineral wealth from the Rocky and Selkirk mountain ranges, which traverse the 30,000 and more square miles embraced within the confines of East and West Kootenay and the Boundary district of British Columbia, with which divisions this article purports to deal briefly.

Prior to this awakening of interest in the mineral resources of the country the population had been practically confined to Hudson's Bay Company's trappers and traders, and those pioneers of the mining industry—the prospector and the placer miner. Under these conditions the labour problem was reduced to the smallest possible proportions—in fact, no labour problem, in the ordinary sense of the expression, existed.

### Early Development.

When mining in the Kootenays was begun, however, the situation was entirely altered. The industry forged ahead, and coincident with its expansion came the development of the other two great industries which now make up the three interests upon which the country depends—transportation, lumbering and mining. Railroads were essential to bring supplies and machinery to the metalliferous mines that were opened up in the Rossland, Nelson, Slocan, Boundary and other camps, and to transport ores from these camps to the smelters that were constructed at Trail,

Nelson, &c., as the demand for reduction works arose. These railroads were built for hundreds of miles through stretches of virgin country, much of which was covered with magnificent timber, the value of which was promptly recognized. This work of construction was conducted with characteristic western enterprise. Where men were not available on the spot they were brought in from the older sections to the east, west and south. Such conditions do not, perhaps, conduce to the best interests of workers, inasmuch it is calculated to leave an overstocked labour market when the so-called 'boom days' have passed. This has been felt to some extent in the Kootenays. The advent of such conditions, however, was recognized when it came, and the field of labour shifted with promptitude. Wages continued good, and employment sought the men as often as not.

It was a strenuous period, and the industrial life of the time presented an extremely interesting study. Cities sprang up at various points, and towns were located wherever a promising group of mineral claims was under development. Mercantile enterprises were floated, and it was significant of the period that merchants, as a rule, carried only the most desirable and expensive quality of goods in their respective lines. Town-building made business for men engaged in every branch of the building trade, and wages were established on a firm basis. Almost from the start workers in all trades were thoroughly organized. Workingmen in the Kootenays have been, and are to-day, as prosperous and as well paid as the workers in any province of the Dominion.

### Scale of Wages.

It is exceedingly difficult to quote scales of wages that will apply to the Kootenays as a whole, even in the three principal industries, while to give a comprehensive

\* The present article has been prepared by Mr. Roland A. Laird, Correspondent of the *Labour Gazette* at Rossland, B.C.

idea of the remuneration received in every line of labour would require more space than is available within the confines of the present article. Wages vary materially for the same class of labour, according to the locality in which the industry is carried on. In mining, for instance, the schedule of wages is not universal, although it may be stated that in the metal-liferous mines the minimum for men employed underground is \$2.50 per day, while in the coal mines of East Kootenay a lower minimum exists, owing to the fact that the work permits of boys being employed. In the transportation industry wages vary also, though an excellent standard is maintained. In lumbering, men are usually hired on a different basis, and \$35 per month, with board, is a fair estimate for the minimum wage.

### Labour Disturbances.

The Kootenays have witnessed serious misunderstandings between employers and employed, as might be expected in a district where great industries were being established with an expedition that is probably only paralleled in the experience of the west. Each of these collisions has been followed by an understanding which ensured peace for a considerable length of time, and it would seem as if the danger of serious interruption to industrial progress from this source had about passed away. There is a desire for good feeling manifested on all sides, and this is a happy augury of continued freedom from dissension. A strong factor in maintaining this desirable state of affairs is the notable tendency to recognize and reward true merit and zeal, which is so characteristic of conditions in the Kootenays.

### General Industrial Conditions.

Time has brought about many changes in connection with labour conditions. The mining industry has passed its 'boom' stage, and has become established on a practical commercial basis, with the consequent wiping out of the 'wildcat' enterprises usually associated with the develop-

ment of a new mining region. With this has gone, however, a depreciation in the prices of several metals produced in the Kootenays, notably in silver, lead and copper. The same process has also reduced the number of men for whom employment was available, although a scrutiny of actual figures, where such are available, might possibly demonstrate that this last statement is incorrect, as decreases in one section have been usually followed by increases elsewhere. In other connections, however, a falling off in employment is manifest. Towns have been gradually built up to the point where they met existing requirements, and when this stage was reached the number of men actively engaged in the building trades naturally fell off substantially. With the completion also of the main trunk railroads throughout the country, the men engaged in this occupation followed the advanced parties of railroad locators to other fields. In keeping with the spirit of the west, however, the men thus rendered idle did not remain in the country or vicinity, glutting the labour market and reducing wages through competition, but went to points where work was available. For this reason no hardship has been wrought by the development of the conditions specified.

In the lumbering industry alone there has been a large increase in the number of men employed in the last couple of years. Lumbering in the Kootenays has grown by leaps and bounds and is still expanding, a gratifying fact that is largely explained by the rapid settlement of the North-west Territories, which constitute the natural market for the lumber hewn and sawn in the Kootenays.

### The Outlook.

Undoubtedly the Kootenays are, as yet, only on the threshold of their ultimate development. In mining, the richness and extent of the mineral deposits are only recently becoming adequately known, and with increased mining facilities, reduced cost of transportation, and improved treatment of the lower grades of gold-copper

ore, combined with improved prices for lead and silver, all of which problems will doubtless be solved satisfactorily in the comparatively near future, this great industry will undoubtedly proceed to a satisfactory future. Coincident with this de-

velopment will come a vastly increased activity in the employing capacity of the country that will be permanent, and that will contribute very substantially to the prosperity of the province and of the Dominion as a whole.

## ROYAL COMMISSION OF INQUIRY INTO CONDITIONS IN THE TOBACCO TRADE IN CANADA.

**D**URING November the Commissioner appointed by the Canadian government to inquire into certain conditions alleged to be existing in the tobacco trade of Canada concluded the taking of evidence, begun in September last, with a five days' session in Montreal. Reports showing the general tendency of the testimony given before the Commissioner during the September and October sessions have already appeared in the *Labour Gazette*.\* The sittings held at Montreal during the past month were the means of eliciting much supplementary information regarding the industry of a useful and interesting character. As was previously pointed out, the investigation was undertaken by the government in response to the complaints of a number of the leading tobacco manufacturers of Canada, to the effect that the refusal of the American Tobacco Company to sell any of its staple lines to Canadian retailers unless the dealers in question purchased their supply of native tobacco also from the Trust's Canadian factory, constituted a serious menace to the future of the tobacco-growing and manufacturing industries in Canada.

### The Montreal Session.

The inquiry at Montreal was opened by the Commissioner on November 11, when the President of the Empire Tobacco Company and of the American Cigarette Company was placed upon the stand, and gave evidence relating chiefly to the history of the formation of the companies which are

now amalgamated and form part of the American Tobacco Company of Canada, Limited. It was stated that the 'exclusive tobacco contract,' which is the leading ground of the complaint of the independent manufacturers, was started in 1900 in London, Ont., whence it has extended throughout the province of Ontario, and that it had been employed in Quebec but had not yet reached the other provinces. The contract, it was claimed, was employed simply as a means of protection, the wholesale grocers of the country, according to the witness, finding the company's tobacco so much of a staple that they did not want to sell any other tobacco. The Canadian-American Tobacco Company was operated under license from the American Company, the witness refusing to state the amount of the consideration. It was the policy of the company to develop the domestic leaf industry.

On November 12 the evidence of the President of the Empire Tobacco Company was concluded. Lists of the firms which have signed the contract for cigarettes, of firms which entered into the agreement and withdrew, and of firms which have been notified that the company would not ship them cigarettes were produced. The witness stated that the cigarettes of the company were made in Canada of foreign leaf, the Canadian leaf being manufactured in Granby and Joliette, at both of which points, it was demonstrated, production had considerably fallen off last year.

The evidence, also taken on the 12th of the month, of the manager of the Independent Tobacco Factory at St. Laurent.

\* See *Labour Gazette*, Vol. III., No. 4, page 246, and Vol. III., No. 5, page 377.

Que., where Canadian and combination leaf are manufactured into plug smoking tobacco, showed that the firm, since the agreement with the American Tobacco Company came into force, lost accounts in Ontario and in Montreal amounting to nearly one-half of its business, and was forced to double its travellers in Quebec and in the maritime provinces in order to keep up sales. The total production of the company was over 100,000 pounds a year. Other witnesses gave evidence to the same effect.

### The Evidence Continued.

The feature of the sitting of the Commissioner on November 13 was the evidence of Sir William MacDonald, the oldest and probably the largest tobacco manufacturer in Canada, he having been a tobacco manufacturer for 44 years. The witness had never found it necessary to resort to any exclusive contract system, but had reached the retail trade through the wholesale merchants as the machinery for distributing to the retailer direct was costly and troublesome. Competition in the tobacco industry was very intense, and had sometimes compelled him to reduce the price below what he deemed reasonable. Between five and ten years ago he had, at the request of the grocery trade, entered into a system by which he received some control over the jobbers and their selling price, but had found the arrangement very objectionable and had terminated it in a couple of years. The witness expressed an unfavourable opinion of the policy of encouraging tobacco growing by means of duties.

Other evidence was also taken on the 13th, which went to show the injurious effect of the 'exclusive contract' of the Empire Tobacco Company upon the trade of its competitors, the independent manufacturers.

The evidence taken on November 14 was wholly confined to that of dealers in cigarettes and cigars, and contained no new point of interest, being on

the whole confirmatory of the previous statements as to the injurious effect of the methods of the American Tobacco Company on the trade of the independent manufacturers. Similarly, on Saturday, November 15, the evidence of the various witnesses examined added little of importance to that already taken. The head of a large grocery firm stated that the contract system complained of was perfectly satisfactory. It was further elicited that there were about 30,000 dealers in tobacco in Canada, including wholesale and retail grocers, jobbers, confectioners, druggists, saloon and restaurant keepers, barbers, &c. A retail merchant of Granby stated that in consequence of the operations of the Empire Tobacco Company the population and valuation of land in Granby had greatly increased. The Empire Company, it was affirmed, had spent, since 1897, the sum of \$250,579 in advertising, including premiums and the value of tobacco given away. A member of a firm of Montreal tobacco dealers stated that before becoming consignees of the American and Empire Tobacco Companies the sales of Canadian tobacco were about 89 per cent of the Empire Company's goods to 11 per cent of those of other manufacturers. Mr. J. M. Fortier, manufacturer of cigars, cut tobacco and cigarettes, gave evidence as to the adaptability of Canadian soil and climate for tobacco raising. The Canadian farmer, he stated, was producing a fine article, almost as good as the American. Under the present system, however, it was often put on the market without having gone through a proper manufacturing process, which had caused it to suffer in the estimation of the public.

### Conclusion of the Evidence.

With the closing of the Montreal session on the above-named date the hearing of evidence before the commission was declared at an end. On the 28th and 29th of the month the arguments of counsel were listened to. Until the presentation of the official report to the government, accordingly, further action is pending.

In all 119 witnesses have been called by the commission, viz.: 9 at Windsor, 10 at London, 4 at Hamilton, 17 at Toronto, 17 at Quebec city, 13 at Joliette, 16 at St. John, and 33 at Montreal. Of these 102 were called by the petitioners and 17 by the respondents. In classes, the witnesses

were divided into 13 tobacco leaf growers and farmers, 15 tobacco manufacturers, 42 wholesale dealers and jobbers, 26 tobacco-nists, 10 travelling salesmen and clerks, 4 officials of the American and Empire Tobacco Companies, and 9 public men, manufacturers in other lines, and court officials.

## SOCIAL AMELIORATION, LIBRARY EXTENSION, ETC., IN THE ONTARIO LUMBERING INDUSTRY.

THE publication, during the spring season of the present year, of a pamphlet entitled 'Library Extension in Ontario; Reading Camps and Club Houses,' in which is included the second annual report of the Canadian Reading Camp Movement, invited attention in a way that was much commented upon at the time to a work which is being carried on in a field of particular interest for labour, namely, the diffusion of some of the primary benefits of civilization among the lumbering and mining camps of New Ontario, and the advancement of the educational and other interests of those more isolated classes of the working community. At the present moment, when the beginning of the season of activity in the Canadian lumber woods is attracting the widespread interest of the public to all that pertains to this important industry, the subject is perhaps of greater contemporary moment than at the time when the pamphlet in question appeared. Though the movement towards the social amelioration of the lumbermen, with which the pamphlet deals, is as yet not more than two years' old, its progress has been rapid, and its success, within certain limitations marked. Much undoubtedly has been already accomplished, but the statements contained in the report as to the entire needs of these outlying communities of workingmen, in the direction not only of providing them with reading material and other accessories that go to make up the complete life of man under modern conditions, but of such necessities as skill-

ed medical attendance and proper accommodation for the treatment of the sick and injured, form perhaps the most valuable feature of this interesting survey of the situation.

### Conditions in Ontario Lumber Woods and Mining Camps.

The position of the men engaged in these industries, which are among the most extensive and important of the province, has been, during the past twenty years, one of continuous advancement. The camp building of two decades ago, constructed wholly of logs and without stoves or windows, has given place to the shanty with floor and roof of boards, and with many other items of expense, such as tar paper, seats, tables, &c., included in the bill of construction, and contributing vastly to the comfort of the men whose only shelter it forms during many months of the year. So also, the quality and variety of the food supplied to the lumbering camp of to-day compares very favourably with that of the time when salt pork, beans and hard-tack were the only articles of diet, when sugar was not thought of, and tea was a luxury. 'At present there is just as much variety and the food is just as wholesome and just as well prepared as it is in the average hotel.' With this development, however, in the way of increased accommodation for the woodsman's bodily wants, made possible by the gradual perfection during the interim of the railway and towing transportation system, the movement for the supplying of his mental

and moral needs has not kept pace. In this connection an earlier report on the subject of library extension in Ontario for the years 1900-01 compares the life of a lumberman with that of a soldier, as follows:—

Woodsmen are surely most deserving at the hands of their fellow-countrymen. Their hardships are as great and their dangers as many as those engaged in military service. Despite this they lack the inspiration of their country's honour and applause. They never know the stimulus incident to the exploitation of an enemy's country, the stirring of martial music and the trappings of war. Their isolation is more complete. Their life is solitary and humdrum, without change of scene or the incentive of good society. Soldiers are better dressed, more in the best society and generally in larger bodies. Shantymen seldom see any one outside of their own camp of from sixty to one hundred men. . . . They are subject, too, to all the diseases peculiar to unsanitary conditions in the undeveloped districts, there being few sanitary regulations and less government inspection of these, which neglect, in the light of modern scientific discovery, is criminal. . . . They are consequently so weakened morally by this isolation and neglect that they yield more easily to temptation.

From the same point of view it is also remarked that of the total revenue of the province of Ontario, namely, about \$3,750,000, over one-third is derived from its forests. According to the Crown Timber Agent's report for 1899, there were 422 camps in existence under government supervision in the month of October, a number largely increased, if not doubled, during the season proper. With, say, 500 only of such camps, and an average of 70 men at work in each, the number of men involved would reach the high total of 35,000.

### Origin of the Reading Camp Movement.

It was in the autumn of 1900 that the first step was taken in a practical way to supply the men of the lumbering and mining districts of Ontario with reading matter and the material for something approaching systematic mental improvement and the cultivation of their higher faculties during leisure hours. Mr. Alfred Fitzpatrick, of Nairn Centre, was the pioneer in the movement. In a circular issued in August, 1900, he advocated the appointment of a travelling library commission and the appropriation by the On-

tario government of a sum of money for the purchase of books of approved literature, all public library boards to be allowed in the meantime to send small collections of books into the camps. It was hoped, as was pointed out, in this way to make camp life more homelike, to induce the men to improve their spare moments and quit the demoralizing habit of 'jumping' and to provide a counter attraction to the saloon. At the time that the circular was being cordially endorsed by numbers of influential lumbering men, the library board of the town of Little Current, which was within reach of a large population of woodsmen, was also asked to request the Minister of Education to be allowed to send some small branch libraries into the lumber camps situated in that vicinity, seeing that the Ontario Public Libraries Act did not embrace the needs of these remoter communities. This the Little Current board agreed to do. The Department of Education also immediately acted upon the suggestion and has since given substantial encouragement to the scheme, establishing branch libraries in many hitherto unorganized districts, and initiating a system of travelling libraries on an extensive scale. In subsequent articles, which appeared in various magazines and reviews, further attention was drawn to the lack of provision at the lumbering, mining and railway construction camps throughout the province not only of reading and writing accommodation and instruction, but of proper sanitary inspection and medical attendance.

### Primary Difficulties Overcome.

The support which the movement received in its earlier stages was not entirely unanimous. It was pointed out by some that the men engaged in lumbering could not, in many instances, read, and secondly, that even for those who were able to read, the hours of labour were of necessity so long that they would not have a sufficient amount of time to devote to reading or study to make the attempt worth while. It was to meet these constantly recurring

objections that the first experiment of a reading camp was carried out. The word 'camp' in the lumbering woods, it may be explained, is used in two senses—to denote the entire collection of shanties, stables, &c., and to designate the particular buildings thereof, as the cook camp, the sleeping camp, &c. The 'reading camp' accordingly, is the local equivalent for 'reading shanty' or 'reading room.' The first buildings of the kind were erected in camps situated five and ten miles respectively from Nairn Centre, while a third soon followed in a camp located twenty-one miles south of White Fish station. Branch libraries, in French and English, from the Nairn Centre public library, were placed in these camps, several weekly and daily papers were subscribed for, and a number of magazines received from friends distributed. One syllable editions of Robinson Crusoe, Pilgrim's Progress, and the more familiar classics were installed for the benefit of those who could not read, and the principle of mutual help was encouraged to the utmost. Branch libraries also, within a short time, found their way into camps where no special building had been set apart for their accommodation. Six hundred men were thus reached in this one vicinity and, in the case at least of the three camps mentioned, those whose elementary education had been neglected were given a very favourable opportunity of improvement. The success of the scheme was accordingly immediate, and the fact that the establishment of reading camps in the lumbering woods was feasible and met an appreciated need was demonstrated.

### Cost of Reading Camps.

Estimating that there are 500 large lumber camps in operation in Ontario during the busy season of the year, and accepting the figures of Mr. Fitzpatrick's pamphlet of 1900-01, that the average cost of building, equipping and running a reading camp would be at least \$150, the total outlay involved in supplying a system of reading camps throughout the lumbering districts of the province would

be \$75,000. With the co-operation of the lumbermen themselves, one-half of that sum, it is supposed, would be sufficient. This expenditure, however, would not be for one year only, as the average life of a camp is close upon two years, and the roofing, flooring, &c., of the reading camp could be made portable and might thus be used in the construction of a new camp. An expenditure of \$25,000 per annum would, therefore, it is estimated, cover all expenses, including the services of a competent man to superintend the work.

### Failure of the Travelling Library.

The fact that the travelling library is suitable only for work of a special kind, coupled with the circumstance that even if the boards of public libraries throughout the province were willing without exception to share their books with the men of the lumber camps, the supply of material would still be inadequate, constitutes the real difficulty encountered by the movement in its initial stages. It should be again remarked, however, that the introduction of the travelling library into New Ontario was not intended to do more than direct the attention of the general public to the lack of anything of the kind in this extensive area of the province, and thus to pave the way for more permanent work in the same direction, while at the same time, of course, developing a taste for reading in the men themselves and thus creating, as well as supplying, what should be one of the acknowledged necessities of life under the conditions of modern civilization. Within these limitations, the experiment, as remarked above, has been an undoubted success. If, however, there had been no further obstacle in the way of the travelling library system in New Ontario, the defective sanitary conditions that so often are to be found in the mining and lumbering industries would have doomed it to failure. The experience of the past year demonstrated this in a particularly salient manner. The epidemic of small-pox, which so interfered with the work of certain of the camps during the autumn and winter

months, has created a situation that will necessitate an entire change of method for at least a number of years, until more careful attention to the laws of sanitation and more efficient medical attendance in the camps warrant a greater immunity therein from disease. For the meantime the travelling library stands condemned, not only by several of the most influential lumbermen themselves, but by the Board of Health of the province, on account of the excessive danger of the propagation of disease involved in the transportation of books from camp to camp in regions so peculiarly liable to infection.

### The Remedy.

On the outbreak of small-pox referred to, it was recommended either that cheap editions of books be purchased for use only at the camps to which they were first dispatched, or that some method of disinfection be adopted. Disinfection, however, was found to be particularly difficult, so that in the end it was decided to abandon the majority of the books to the camps, those that may have been used in a camp where there had been small-pox being destroyed. In view of these latter developments in the situation, Mr. Fitzpatrick's pamphlet urges the extension forthwith of the Public Libraries Act to the lumbering, mining and railroad construction camps of the province, together with the maintenance of the travelling library system in so far as may be required to meet the demand of study clubs for special literature, the general privileges granted by the law to public libraries in the older parts of the province to be generally extended to the reading camps and club houses of the men employed in these hitherto unoccupied regions. It is pointed out in this connection that lumbering occupations are gradually becoming of a more permanent character, as the idea gains ground that the forests of the country will be cut periodically, just as a farmer reaps his crops, with, of course, a longer lapse of time intervening between harvests. With the better roads and more comfortable quarters that this policy will

bring in its train, the argument that the camps are not sufficiently permanent in character to render any scheme of library extension feasible will lose much of its force. This, with the fact that the average intelligence of the labouring man is almost yearly increasing, makes some means for the satisfaction of his higher needs compulsory.

### Improvement in Sanitary Conditions.

Indirectly, the travelling library movement in New Ontario, owing chiefly to the increased publicity which it has given to the conditions prevailing in the lumbering and other camps of the province, has been the forerunner of a movement now in progress, which looks to the improvement on a very considerable scale of the sanitary conditions of these outposts of civilization. Regulations have been passed by the Provincial Board of Health requiring each company henceforth to engage a doctor, who must pay monthly visits to the camp, and more frequent visits if necessary, the men being taxed to meet the expense incurred. Camp hospitals must also be constructed, and opportunities for the isolation and effectual treatment of contagious diseases provided. Much difficulty has been experienced in the work of enforcing these provisions, especially in cases where the physician is a non-resident, situated at some distance from the camp in question. In many instances of this kind, the result has been that for all practical purposes the camp is absolutely without medical attendance. Wounds have to be stitched by the ordinary foreman without antiseptic precautions, or a drive of many miles undertaken to the nearest doctor. Doctors, when sent for, moreover, are sometimes unable to reach their patients for two or three days. The men also object to being taxed for so infrequent and irregular a service. The pamphlet, in view of this last fact, expresses the opinion that it would in the end pay the public to maintain resident physicians in the lumbering camps at its own expense. If a sufficient number of full-fledged registered practitioners could

not be induced to live in the camps, it is suggested that medical graduate students should be allowed the option of spending the fifth year of their course in the camps, excluding rigidly, of course, all undergraduates, and admitting only those who have taken the primary council examination. These young doctors could also be employed as instructors, and a part of the grant for evening classes could be used to supplement their salaries.\*

### Instruction in the Camps.

Thus far it has been found difficult to secure permanent teachers, or to make a complete test of the practicability of teaching in the lumbering camps. During the past year Professor Goodwin, of Queen's University, Kingston, and Professor Weeks, of the School of Practical Science, Toronto, made, under the appointment of the Ontario government, a tour of the mining camps of the province and gave practical instruction in mineralogy, geology and metallurgy to the men actively engaged in the mining industry, a series of lessons which were greatly appreciated. General education, however, as well as elementary technical training, is also necessary, and should

\*The regulations issued by the Ontario Board of Health with a view to preventing a recurrence of the small-pox outbreak of last season were published in the *Labour Gazette* for November, 1902, page 283.

be, it is thought, no less feasible under a system of evening classes which would also have the effect of opening up a new field for the teachers of the province. The men so engaged could also look after three or four of the reading camps and see that they were being conducted on lines suited to the condition and temperament of the men. The indifference of the men themselves, it is thought, could soon be conquered. The pamphlet concludes with an appeal for more general public interest in this important work:

If innocent and interesting amusements are placed before workmen, and the opportunity for social intercourse and self-culture is given, gambling, obscenity and drunkenness will more and more disappear. The social and religious instincts of even the most isolated cannot be ignored. The ideal man can only be developed in relation to his fellow man.

At the present moment employers are offering from \$25 to \$30 per month, including board, to public school teachers and college graduates willing to work in the woods during the day and teach in the evenings and on rainy days and holidays, to which sum the Reading Camp Association will add \$10 to \$20 a month. Five such teachers are already at work, the offer being extended for four months only.

It is interesting to note that during the past summer this movement has also been set on foot in the province of British Columbia.

## TRADE DISPUTES DURING THE MONTH OF NOVEMBER.

**D**URING the month of November the labour market throughout the Dominion may be said, on the whole, to have been comparatively free from disturbances, there being but six new disputes reported to the department, none of which, with the exception of the strike of miners at Michel, B.C., involved any considerable body of workmen. Of these two only were settled during the month. Of the disputes which commenced prior to the beginning of November five were still in continuance on De-

cember 1, none of this class having been settled during the month.

The following is a more complete analysis of the strike situation in Canada during the month just closed:—

### Analysis of Trade Disputes of the Month.

*Number and magnitude.*—Six fresh disputes were reported to the department as having been begun in November, 1902, as

compared with 8 in November of last year, and 2 in November, 1900. In these 6 disputes 7 establishments and 226 workmen were involved, in November, 1901, 8 establishments and 444 workmen, and in November, 1900, 2 establishments and 270 workmen.

*Loss of time in working days.*—The aggregate duration of the disputes reported to the department as having arisen during November was 2,356 working days. To these figures must be added, on account of disputes commenced prior to the beginning of the month, 3,354 days, bringing the total to 5,710. This result is obtained by reckoning the disputes still unsettled as having continued until the 30th of the month.

*Trades affected by new disputes.*—In the building trades one dispute took place involving 40 work people, and causing a loss of 160 days; in the mining industry one dispute involving 160 men and causing a loss of 1,920 days; in the metal and engineering trades two disputes involving three establishments, 12 men and a loss of 112 days; in the textile trades one dispute involving six workmen and causing a loss of 12 days, and in the clothing trades one dispute involving eight workmen and a loss of 152 days.

*Causes.*—Of the six new disputes of the month demands for an increase of wages entered into, three; a demand for shorter hours was a feature of one; demands for the recognition of the union and dissatisfaction arising out of the employment of non-union workmen, entered into four. The abolition of contract work was also a demand formulated by the workmen in one dispute.

*Results.*—In the six new disputes of the month the workmen were wholly successful in one and wholly unsuccessful in one, no settlement of the remaining four disputes being reported at the end of the month, although in two cases the establishments affected had continued running with a diminished staff.

## New Disputes of the Month.

Of the new disputes reported to the department for November that of the coal miners in the employment of the Crow's Nest Pass Coal Company at Michel, B.C., involved the greatest number of work people and the most considerable loss in working time, about 160 men being out from November 3rd until the 17th. The company reports that the cause of the strike was the discharge by the company of the president of the labour union at Michel for alleged interference with the working of the mine. The demands of the men were that the workman in question should be reinstated, that contract work should be abolished, and that the miners should be given a hall to hold meetings in. The requests were refused, and after two weeks' time the men went back to work under the original conditions.

Another British Columbia strike, of which no settlement was reported at the end of the month, was the strike of operators, linemen, inspectors, repairers and trouble man in the employment of the New Westminster and Burrard Inlet Telephone Company, which temporarily suspended the operation of the telephone service throughout the city. The female operatives involved asked for an increase of wages of \$2.50 a month; the men demanded shorter hours and increases ranging from \$5 to \$10 per month, and recognition of the union was also insisted upon. This strike was in the fifth day of its continuance at the end of the month.

Three strikes were reported from Hamilton, Ont., during the month. The first was that of the hatters in the employment of the Royal Hat Company, involving eight men, due to the refusal of the firm to dismiss a non-union employee and take on a member of the union in his place. The strike began on November 8, and was still unsettled at the end of the month, the firm having decided in future to discontinue the use of the hatters' union label and to conduct an

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STATISTICAL TABLES, SERIES C, No. 26.

## TRADE DISPUTES OF THE MONTH OF NOVEMBER.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Firms or Establishments affected.	Approximate No. of Employees affected.	Date of commencement.	Date of termination.	Result.
					Di-rectly Indi-rectly			
I.—DISPUTES WHICH COMMENCED PRIOR TO BEGINNING OF THE MONTH.								
Nova Scotia.	Halifax . . .	Printers . . . . .	Introduction of non-union man upon union staff.	1	15	July . . . . .	July 26 . . . . .	No settlement reported at end of month.
Ontario . . .	Berlin . . . . .	Wood workers . . .	Objection by union to task work and other conditions.	1	58	Aug. . . . .	Aug. 14 . . . . .	No settlement reported at the end of the month; but firm states that orders are being filled as usual.
Ontario . . .	Toronto . . . . .	Moulders . . . . .	Refusal of company to grant increase of 15 per cent in wages and other demands, and alleged discrimination against union men.	1	30	" . . . . .	" 16 . . . . .	No settlement reported at end of month.
Ontario . . .	Hamilton . . . . .	Leather workers . .	Reduction in price of piece work for stitching horse collars.	1	6	Oct. . . . .	Oct. 13 . . . . .	No settlement reported at end of month, though employers say places of strikers filled.
Quebec . . .	Quebec . . . . .	Iron moulders . . . .	Demand by union for increase in wages from present minimum of \$1.75 to \$2.25 per day, and readjustment of rates paid to stoveplate moulders.	1	20	" . . . . .	" 27 . . . . .	No settlement reported at end of month.
II.—DISPUTES WHICH COMMENCED DURING THE MONTH.								
B. Columbia	Michel . . . . .	Coal miners . . . . .	Demand of men that discharged fellow-workman should be reinstated; that contract work should be abolished, and that miners should be given a hall to meet in.	1	160	Nov. . . . .	Nov. 3 . . . . .	Men returned on company's terms.
Ontario . . .	Hamilton . . . . .	Horse shoers . . . . .	Demand of men for increase of wages from \$9 to \$11 per week for shoers, and from \$10 to \$12 per week for smiths.	2	4	" . . . . .	" 4 . . . . .	No settlement reported at end of month, the shops affected doing repairing but no shoeing.
Ontario . . .	Hamilton . . . . .	Hatters . . . . .	Refusal of employers to discharge a non-union man and replace him with a member of the union.	1	8	" . . . . .	" 8 . . . . .	No settlement reported at end of month, the firm having discontinued use of hatters' union label and running an open shop.
Ontario . . .	St. Catharines	Carpenters . . . . .	Refusal of men to work with men brought in from Thorold who did not hold working cards or comply with other local trade rules.	1	40	" . . . . .	" 17 . . . . .	The Thorold workmen agreed to affiliate with the St. Catharines union and secure working cards.

B. Columbia	Vancouver. . . . .	Telephone operators, linemen and repairers. . . . .	Demand of operators, according to class, for increased wages, shorter hours and recognition of the union.	1	8	"	26	No settlement reported at end of month.
Ontario. . . . .	Hamilton. . . . .	Knitting mill employees (female)	The introduction of a new system of work classification, resulting in an alleged reduction of wages.	1	6	"	28	No settlement reported at end of month.

open shop. The second dispute reported from Hamilton was that of female employees of the Eagle Knitting Mill, caused by the introduction of a new system of cutting and work classification which, it was claimed, reduced the wages, which had been from \$5 to \$7 a week, to from \$3 to \$4. The management claimed that when the cutters became acquainted with the new system they would be able to do more work and earn more money than under the old system. The striking employees, however, gave the new system a trial before quitting. Several hundred female operatives are employed in this establishment. No settlement was reported at the close of the month. Two Hamilton horseshoeing shops were also affected by a trade dispute during the month, consequent upon the refusal of the owners to grant a raise in wages of from \$9 to \$11 per week for shoers, and from \$10 to \$12 per week for smiths. Four employees quit work on this refusal on November 14, and at the end of the month were still out. The shops in question were carrying on repair work, but no shoeing.

The remaining strike reported to the department during November was that of carpenters at St. Catharines, Ont., in the employment of the Hedley-Shaw Milling Company. Some 40 men in all were involved, and the strike lasted from November 17 to 22, being settled through the mediation of the Ontario Bureau of Labour. The cause of the disturbance was the employment by the firm in question of carpenters from the neighbouring town of Thorold who could not produce working cards of the International Brotherhood of Carpenters and Joiners, under which the carpenters of St. Catharines are organized, the organization of the Thorold union being chartered by the American Federation of Labour. The company's attitude in the matter was that the dispute lay between the workmen themselves. The company, however, was placed on the unfair list and bakers and flour and feed merchants in affiliation with the union ordered to cease handling the flour manufactured by it. The dispute was settled at a conference held November 21, when the Thorold carpenters agreed to affiliate with

the St. Catharines local union and work under its system of working cards.

Disputes Commenced Prior to the Beginning of the Month.

None of the disputes reported as still in continuance on November 1, were settled during November. The situation of the woodworkers in the furniture factory of the H. Krug Company at Berlin, Ont., remains as reported last month, the firm continuing without interruption of business in spite of the diminution in the numbers of its staff. The strike of leather workers on horse collars at Hamilton was also reported as unsettled on November 30. No new developments, similarly, are reported in the matter of the strike of iron moulders at Quebec on October 27. The shop is still working, casting three times per week, and has replaced about one-half of the men out on strike. The members of the union are receiving the strike benefit of \$7 per week. This strike, it may be repeated, rose out of a demand on the part of the moulders for an increase of pay of the present minimum of \$1.75 per day to

a minimum of \$2.25 per day, together with a readjustment of the wages paid to stove plate moulders. The difficulty in the printing trade at Halifax remains unchanged from last month. The moulders who went on strike at Toronto on August 16, on the refusal of the Gurney Company to grant an increase of 15 per cent in wages and

other demands, are reported to have found employment elsewhere.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada which began or were in continuance during the month of November, and which have been reported to the department.

GOVERNMENT CONTRACTS FOR THE MONTH OF NOVEMBER.

(Information supplied by the Department of Public Works.)

The following is a list of the contracts awarded by the Department of Public Works, and which received the signature of both parties to them, during the month of November, together with the minimum rates of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract:

Construction of Post Office, Customs, &c., &c., Building, Richibucto, N.B., November 25, 1902, \$9,716.

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages.			
	Not less than the following :			
Masons.. . . .	\$2 00	per day	of 10 hours.	
Bricklayers.. . . .	2 00	"	10 "	
Stonecutters .. . . .	2 25	"	10 "	
Quarrymen.. . . .	1 50	"	10 "	
Ordinary labourers.. . . .	1 40	"	10 "	
Carpenters.. . . .	1 65	"	10 "	
Joiners.. . . .	1 65	"	10 "	
Stair builders .. . . .	1 65	"	10 "	
Painters.. . . .	2 00	"	10 "	
Plumbers.. . . .	2 25	"	10 "	
Steamfitters.. . . .	2 00	"	10 "	
Sheet metal roofers .. . . .	2 25	"	10 "	
Driver with 1 horse and cart.. . . .	2 00	"	10 "	
Driver with 2 horses and wagon .. . . .	3 00	"	10 "	
Plasterers.. . . .	3 00	"	10 "	

REPORTS OF DEPARTMENTS AND BUREAUS.

THE following report of a department was received at the Department of Labour, Ottawa, during December, 1901:—

EUROPEAN REPORT.

Apprenticeship in the Printing Trades.

Rapport sur l'apprentissage dans l'imprimerie, 1899-1901, République française, Ministère du Commerce, de l'Industrie, des Postes et des Télégraphes, Direction du Travail, Office du Travail, Imprimerie Nationale, Paris, 320 pages, 1902.

The above report embodies the results of an investigation conducted by the

French Labour Bureau into the conditions prevailing in the printing and allied trades throughout that republic. The information obtained shows that the investigation was thorough, the statistical tables, of which there are many contained in the volume, giving a very considerable amount of detail. Part I. of the report is devoted to a résumé of the statutes regulating trade unions and apprenticeship generally prior to the discovery of printing; the laws and regulations obtaining among apprentices

in the printing trades from the discovery of printing to the French Revolution of 1789, and legislation on the same subject since that date. The second part of the report takes up the subject of apprenticeship in the printing trades as it existed in 1899 and describes the scope and methods adopted in carrying on the investigation which the bureau proposes making. Copies of the letters of instruction as to the answering of the questions and the filling in of other information on the blank forms, are given. These were addressed to all the employers and employees organizations in France. In order to make the classification more easy the republic was divided into four districts, each district being composed of one or more departments. Algeria and the colonies formed a fifth division. About 4,000 copies of the bureau's questions respecting printing establishments were sent out. Of this number about 1,000 sent replies. The returns received were distributed according to employees and establishments. These establishments were grouped according to large cities of over 50,000 inhabitants, towns of from 5,000 to 50,000 and small localities of less than 5,000 inhabitants. There were 762 establishments heard from, employing 15,500 men. Part IV. of the reports deals with the conditions of apprentices, and is sub-divided into chapters on apprenticeship contracts, duration of apprenticeship, recruiting of apprentices, fixity of apprenticeship and proportion of apprentices. With reference to the contract of apprenticeship, 117 of the 762 establishments heard from did not specify whether this contract was written or verbal, 409 declared it was verbal, 41 that it was in writing, and in 195 cases the parties did not mention the existence of a contract. In the greater number of cases the term of apprenticeship was for three years; two years is, however, more frequently the term, though it is sometimes for five years. Beyond this limit cases are rare. The proportion of apprentices to the number of workmen varies, but the general average is one apprentice to five workmen. The

apprenticeship condition of workmen, the employment of women, the age of workmen, long service of workmen, the method of fixing wages and salaries paid in the printing and allied trades, schools and curriculum of apprenticeship, opinions of employers and workmen on apprenticeship conditions are each dealt with, and statistical tables covering each of these headings form the balance of the report.

### ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, NOV., 1902.

During the month of November the following orders were given by the Post Office Department for the supplies below mentioned; all of these orders were given subject to the regulations for the suppression of the sweating system, and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps; also type and brass crown seals.....	\$ 334 78
Making and repairing rubber dating and other hand stamps and type.....	44 90
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink....	599 52
Supplying and repairing post office scales.....	68 00
Supplying mail bags.....	1,357 10
Repairing mail bags.....	693 72
Repairing mail locks, and supplying mail bag fittings.....	50 00
Repairing street letter boxes and mail clerks' tin boxes.....	16 00
Miscellaneous orders for making and repairing postal stores.....	31 10
Making up and supplying articles of official uniforms.....	1,539 00

### UNIONS FORMED DURING THE MONTH OF NOVEMBER, 1902.

The Department of Labour has received notices of the following organizations as having been formed during the month of November:—

*Quebec:*

Montreal—Bootblacks.  
 Hull—Licensed victuallers.  
 “ Papermakers.  
 Windsor Mills—Papermakers.

*Ontario:*

Brantford—Horseshoers.  
 Guelph—Ontario Agricultural Employ-  
 ees.  
 London—Building Trades Council.  
 “ Plumbers and Steamfitters.  
 “ Theatrical Stage Workers.  
 “ United Brewery Workers.

St. Catharines—Agricultural Implement  
 Workers.

“ Metal Polishers.

“ Saw Workers.

Toronto—Brick Workers.

“ Gardeners and Florists.

“ Tile Setters.

“ Women's International Union  
 Label League.

Woodstock—Bricklayers and Masons.

*British Columbia:*

Vancouver—Carpenters and Joiners.

“ Sheet Metal Workers.

### RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of cases affecting labour are taken from the latest law reports and other legal records of the different provinces of Canada :—

#### QUEBEC CASES.

##### Railway Employees and Provident Societies.

An important judgment upon a point which has already caused much discussion was recently given by the Court of King's Bench, Appeal Side, for the Province of Quebec. Richard Ramsden was employed by the Grand Trunk Railway Company as a conductor, and on the night of January 10, 1900, he was in charge of a freight train on its way from Brockville to Montreal. The train came into St. Henri Junction under the protection of a semaphore, and while waiting here was struck by the engine of the Lachine suburban train. Ramsden attempted to escape, but was caught between the engine and the first car of his own train and crushed to death. His widow sued the G.T.R. Co., both for herself and on behalf of her five minor children, for damages, claiming that the accident was caused by the negligence of the company. The evidence showed that the sand valves and air brakes of the locomotive of the Lachine train were in a defective condition, and that the engineer in charge had repeatedly reported to the com-

pany that they were defective. In view of this fact the jury awarded \$10,000 damages—dividing this amount into \$6,000 for the widow and \$4,000 for the children of Ramsden. This is the largest verdict which has been given in the province of Quebec in a case of this kind for many years.

Besides denying that it had been negligent, the G.T.R. Co. contended that in any event there could be no claim for damages, because Ramsden was a member of the Grand Trunk Insurance and Provident Society, a by-law of which states that all insured in the society waive any claim against the G.T.R. Co. for damages suffered whilst in its employment, in consideration of the annual sum which the company gives to the society. This is a point which arose in an earlier case, in which it is expected that judgment will soon be given. In this case it was decided that the point should be argued later before a court consisting of three judges.

This latter court gave judgment against the company; and, upon a further appeal being taken, the highest court in the province gave a unanimous judgment, confirming the judgment and verdict which awarded \$10,000 to the widow and children of the deceased.

The trial of this case was reported under the name of *Ramsden v. G.T.R. Co.* in Vol. 1 of the *Labour Gazette*, at p. 524. Two Ontario cases in which the right of action of an employee of the Grand Trunk Railway Company, who is also a member of the G.T.R. Provident Society (as all employees of that company must become in order to be put on the permanent list) are reported in Vol. 2 of the *Labour Gazette*, at pp. 315 and 365 respectively. In the first of these cases (*Lucy v. G.T.R. Co.*) it was held that such an employee who has been injured through the negligence of the company could recover damages from it. In the latter (*Holden v. G.T.R.*) it was decided that the widow of such an employee could recover from the company.

(*Miller v. G.T.R. Co.* Judgment given by the Court of King's Bench, Appeal Side, at Montreal, November 21, 1902.)

### **Difference in Laws regarding Employers and Employees.**

R was employed by P to work a hay-cutting machine, and while so doing his fingers were crushed. He brought an action against his employer, but did not bring forward any evidence which showed clearly the cause of the accident, or that the same was attributable to any negligence on the part of his employer. The action was therefore dismissed.

In rendering judgment Mr. Justice Trenholme remarked that the modern legislation prevailing in many countries put the employee in such a position that if injured he was generally entitled to compensation whatever might be the cause of the accident, unless it was occasioned by his own direct fault; under the law of the province of Quebec, however, it was necessary that an employee claiming damages from his employer for injuries received should prove that the accident in question was caused by an act or omission of the employer.

(*Robitaille v. Phelan.* Judgment given at Montreal by Mr. Justice Trenholme.)

## **ONTARIO CASE.**

### **Dismissal of Employee.**

L. was employed for a fixed period by the Goold Bicycle Co. as manager, receiving both salary and also a percentage on all moneys paid in on sales. Before the expiration of his engagement the company sold their business and L. was dismissed. He then brought an action, claiming his salary for the balance of the term of his engagement and also the percentage on moneys received after his dismissal for sales previously made, and a percentage upon the sales which would probably have been made had he been employed until the end of his engagement. The court held that on these facts alone he would have been entitled to his salary until the end of the term and to a percentage on moneys paid in after his dismissal for sales previously made; but that he could not have recovered anything as percentage upon sales which might have been made during the balance of his employment, as it was altogether too uncertain what that amount would have been. But as it appeared in evidence that L., shortly after his dismissal, had been employed otherwise, and had received from such employment more than the damages which he claimed, his action failed and it was dismissed with costs.

(*Laishley v. the Goold Bicycle Co.* Judgment rendered at Toronto by Mr. Justice Ferguson.)

## **BRITISH COLUMBIA CASE.**

### **Negligence of an Electric Company.**

W.D. was employed by the British Columbia Electric Railway Company as a lineman. While repairing the transmission system on the electric wires between a certain power house belonging to the company and a sub-station, between 7 a.m. and 9 a.m. on the morning of Sunday, October 29, 1901, he received an electric shock through contact with the transmission wire between these points. His father sued the company for damages, alleging that the accident was caused by its negligence.

In answer to questions submitted to it, the jury found that it was the custom of the company to shut off the electric current on the wires in question every Sunday morning between 7 and 9 o'clock, in order that its employees might repair the line where necessary, and that the deceased was aware of such custom, and that he was justified in relying upon its being observed upon that particular morning. The jury also found that W.D. was obeying the instructions of the company's foreman when

he met his death; and that, as instructed, he had, before commencing work, telephoned to the sub-station and had been informed by an employee of the company there that the electric current between the points in question had been stopped. A verdict was therefore brought in against the company for \$750.

(*Dockings v. The British Columbia Electric Co.* Action tried at Victoria, B.C., before Mr. Justice Walkem and a special jury, July, 1902.)

DOMINION OF CANADA

# THE LABOUR GAZETTE

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EDITOR:

W. L. MACKENZIE KING, M.A., LL.B.,

*Deputy Minister of Labour.*

ASSOCIATE EDITOR:

ROBERT H. COATS, B.A.

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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 7.

JANUARY, 1903

Price Three Cents

The **LABOUR GAZETTE** wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA.

OTTAWA, January 15, 1903.

The *Gazette* of the present month is devoted largely to a review of industrial conditions in Canada during the year 1902. The subject is dealt with in a number of special articles dealing with general or particular phases of the industrial situation. The most comprehensive of these reviews is an article entitled 'Industrial and Labour Conditions during the year 1902.' This article is based on the reviews which appeared from month to month in the *Gazette* and on other information reported elsewhere in current numbers and received by the department from reliable sources during the year. A review is given of industrial disputes during the past year, and conjointly with it a review of the industrial disputes of the year previous. In these articles the information which appears in the monthly descriptive and statistical tables of trade disputes has been carefully classified for the two years mentioned and so arranged as to admit of careful comparison between these two years, and comparison with future years. This is the first time that any comprehensive statement of the industrial disputes of the

Dominion extending over an entire year has been made in Canada. The third article reviews settlements of industrial disputes effected by the Department of Labour during the year under the Conciliation Act, 1900. A short article is also given descriptive of the growth of labour organization during the year. A careful perusal and comparison of these several reviews will indicate that from an industrial and labour standpoint the year 1902, with all its vicissitudes and purposes either wholly or partially unachieved, has been one of substantial expansion, development and progress. In a word, it may be described as having been, for the working classes of the Dominion as a whole and for the country generally, a good year, probably the best year the Dominion has ever experienced.

Elsewhere in the present number special attention is directed to two interesting plans for industrial betterment, the pension fund scheme of the Canadian Pacific Railway Company, which was completed during the month of December and came into operation on the first day of this year, and the system of profit-sharing practised by the British Columbia Electric Railway Company, Limited, which has been in operation some little time. As methods intended to assist in furthering the joint interests of capital and labour and the harmonizing of relations between employers and employees, each of those practical measures of two of the most important transportation corporations in the Dominion are worthy of careful and sympathetic examination by both capitalists and workmen.

The partial coal famine continued throughout December to be a characteristic feature of the closing quarter of the year. In the present issue attention is devoted in a short special article to the main features of the fuel situation in the cities of the Dominion. Elsewhere the

regular features of the *Gazette* dealing with industrial conditions of the month; reviews of reports and other documents relating to labour, important legal decisions affecting labour, trade disputes of the month, &c., &c., are dealt with as in preceding numbers of the *Gazette*.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF DECEMBER.

### I. GENERAL SUMMARY.

THE advent of cold weather during the month of December was the feature which chiefly affected the labour and industrial situation in Canada. Generally speaking, work in the outdoor trades and industries was brought to a standstill, the close of navigation in particular causing dulness in the lines depending thereon for employment. Lumbering in British Columbia has showed a falling off, and a reduced product of the Vancouver mills was reported. In the interior of British Columbia, however, increased shipments were reported in the mining industry, and, with the prospect of improved processes of concentrating the ores, the outlook for the coming year was regarded as still more promising. The Boundary properties as well reported satisfactory outputs. Metalliferous mining in Ontario and coal mining in Nova Scotia and the North-west Territories have had a good month. Among the trades, plumbers were perhaps most active for seasonal reasons. The bridge-building industry also reports an exceptionally prosperous season, and manufacturing generally was very active during the month.

The most important instance of an increase of wages granted during the month was that by which 2,000 employees of the Canadian Pacific Railway Company, comprising conductors, trainmen and yardmen employed east of Fort William, benefited. The change was the result of negotiations, covering a period of six weeks, between the company and a joint committee of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. Pas-

senger conductors north of Lake Superior will receive \$125 a month instead of \$108. On lines east of the lake the increase is from \$100 a month to \$110 and \$115. Passenger conductors on branch lines will be paid \$90 instead of \$80 a month. Through freight conductors who were paid \$2.75 per hundred miles will receive \$2.90. Through freight brakemen are increased eight cents per hundred miles, making the rate \$1.95. The increase on way freight trains is about ten per cent all round. Baggage men receive an eight per cent advance. Their wages will range from \$53 to \$70 a month. Yardmen's wages are advanced about fifteen per cent. In the large yards foremen will receive 25 cents an hour, and others 21 cents. In the smaller yards the rates will be 23 and 19 cents. Approximately stated, the new schedule will entail an additional expenditure of about \$250,000 by the company, the increases ranging from four to twenty per cent. Canal men in the employment of the Dominion Government on the Welland Canal were also granted an increase of wages during the month. Papermakers at Windsor Mills, Quebec, were granted a reduction in hours.

### The Manufacturing Industry.

Among the industries of Canada chiefly characterized by activity during December was manufacturing, the continuance of the movement for the establishment of new manufactories in Ontario being particularly noticeable. The installation of machinery in the new Deering works at Hamilton proceeded satisfactorily, and employ-

ment was given in the work to large numbers of men. New factories were also reported as projected in Ottawa, Montreal, Shawenegan Falls, Winnipeg and other cities. In Ontario the new beet sugar industry at Berlin, Wallaceburg and other points, is giving extensive employment. The flour-milling industry may be mentioned as among those particularly active during the month, the grinding of Manitoba wheat in bond at Minneapolis affording a considerable additional outlet for the western crop. A meeting of Canadian pulp and paper manufacturers, representing thirty-four firms, employing in the neighbourhood of 20,000 men, was held during the month and various proposals of moment to the future of the industry discussed. The contractors having charge of the Canadian Niagara Company's wheel pit have decided to extend the wheel pit to double its present capacity whereby six additional turbines, each of 10,000 horse-power, will be accommodated. The delivery of electric power in Montreal from Shawenegan Falls is promised for the near future.

### Iron and Steel Manufacture.

A feature of the month in the iron and steel industry of the Dominion was the temporary closing down of the Algoma Steel Company's mills at Sault Ste. Marie, Ontario, all orders of the company, amounting to something over 30,000 tons, having been booked. The mills in question having cost over \$3,000,000, having a capacity of from 400 to 500 tons of rails per day, and over 500 men being thrown out of employment by their closing down, made the event one of considerable importance. Later in the month, however, it was decided by the Temiscamingue Railway Commission, with the approval of the Ontario government, to award the contract for the rails for the first 60 miles of the railway and five miles of siding to the Algoma Steel Company. On the receipt of this and other contracts, which were announced as sufficient to keep the mills in continuous and successful operation throughout the winter, the mills were started at once. In

arriving at the above decision the commission had in mind the fact that the operation of the mills serves the triple purpose of ensuring the working of native iron mines, the manufacture of iron ores, and the operation of the Algoma Central Railway.

A Petition of Right of the Dominion Iron and Steel Company *vs.* the King, was directed by the Exchequer Court to be entered in favour of the company for the amount claimed in the petition, \$196,967.15. The case arose upon the construction of the Dominion statutes authorizing the government to pay bounties on steel ingot, puddled iron bars and pig iron made in Canada. The company uses the product of its blast furnaces while yet in a molten state for the manufacture of steel, the hot metal being taken direct from the blast furnace to the steel mill. The question was raised by the government as to whether the company was, under the circumstances, entitled to such bounties as for the manufacture of steel from pig iron.

At a meeting of the Dominion Iron and Steel Company, held on December 18, it was decided not to proceed with the construction of the steel rolling mill under consideration for some time past. The mills will be devoted to the manufacture of structural and other kinds of steel instead, it being considered that a better market will be secured in Canada for the latter product than for steel rails.

### Agriculture.

The developments of leading interest during the past month in the agriculture industry have perhaps been in connection with the movement of the western crops, and as such fall also to be considered under the heading of transportation. A tabulated statement issued during the month by the Canadian Pacific Railway Company showed the wheat shipments by lake from elevators at Port Arthur and Fort William for the season's navigation of 1901 and 1902. On this authority the total shipments of Cana-

dian wheat from April 11 to December 5, 1902, was 35,525,796 bushels, as against 15,373,880 bushels from April 30 to December 5, 1901, or an increase of over 20,000,000 bushels. The amount carried by Canadian vessels to Canadian ports in 1902 was 22,051,144 bushels, an increase of 12,389,047, and by United States vessels to United States ports 12,010,803, an increase of 6,405,520 bushels. There were 23,514,995 bushels shipped by Canadian vessels, an increase of 13,746,980, and 12,010,803 by United States vessels, an increase of 6,405,520 bushels over last year. Canadian vessels carried 627,643 bushels of oats, an increase of 541,862 bushels, and United States vessels 26,000. Of barley, Canadian vessels carried 16,152 bushels.

The evidence thus afforded as to the enormous yield of the past year in agricultural products in Manitoba and the Territories was corroborated by an official estimate based on threshing returns issued by the Department of Agriculture in Manitoba early in the month, which placed the total yield for the year of all grains at 100,052,343 bushels, of which wheat constitutes 53,077,267 bushels. This shows an increase in wheat production of 2,575,182 bushels. Oats show an increase of 6,681,572 bushels, while the yield of barley nearly doubled, the total being 11,848,422 as against 6,536,155 during the previous year. The yield of flax was 564,440 bushels, an increase of 298,020 over last year, or of over 100 per cent. The oat crop averaged 47.5 bushels per acre or 7.2 bushels in excess of 1901. Barley showed an increase in the average yield per acre from 24.2 bushels in 1901 to 35.9 in 1902. The area under crop in 1902 was 2,039,940 acres.

Further interesting particulars regarding the present condition of agriculture in Western Canada are the following, also taken from the bulletin of the Manitoba Agriculture Department. The yield of potatoes was 3,459,325 bushels, and of roots 3,230,995 bushels. The productions of dairy and creamery butter were 3,915,875 pounds, valued at \$136,660. The cheese

factories of the province produced a product of 1,093,653 pounds, valued at \$111,433. Poultry sold by farmers shows a total of 481,195, of which 363,020 were chickens and 83,095 turkeys. The returns of live stock show 146,591 horses, 282,343 cattle, 20,518 sheep and 95,598 pigs. There were 4,000 beef cattle exported and 20,000 stockers sent to the North-west Territories. The material reductions in the production of butter thus indicated are attributed mainly to the bad roads which prevented milk deliveries early in the season.

In the Territories the total yield of wheat, oats and barley, according to the most recent official bulletins, will be about 36,000,000, as compared with 23,000,000 last year. Of the total, wheat supplies 14,649,500 bushels, oats 10,725,500 bushels and barley 844,000 bushels, the figures indicating a substantial increase in all three products.

An important convention of the month was that of the Ontario Fruit Growers' Association, which met at Walkerton on December 1, and was extended for three days. The eleventh annual meeting of the Pomological and Fruit Growers' Society also took place in December, at Waterloo, Que. The fat stock exhibition held at Quelfh, Ont., was another event of the month of more than local significance for the agricultural industry, and its success will undoubtedly have a beneficial result on scientific farming generally. The meeting of the Experimental Union in the same city was also the means of disseminating much interesting and useful recent information.

The Canadian dairying industry closed a very successful year's operations in December. The cheese season of 1902 was remarkable in three important particulars. There was an increase of over 15 per cent in the aggregate volume of exports. Satisfactory prices were maintained, farmers realizing on the average \$1.50 per box more this season than last; finally there was a marked improvement in the quality of cheese. Butter shipments via Montreal

this season also exceeded those of 1901 by nearly \$2,000,000.

### Transportation.

The car famine, which was the cause of so much inconvenience and loss to the business public in November, continued during December, though with only slight abatement in the closing week as the volume of traffic caused by the holiday trade diminished. With so much of the western crop yet to be moved and with the coal carrying business as yet far from being overtaken, relief is not anticipated for some time to come. An important announcement of the month was that of the Department of Railways and Canals, to the effect that the operations of the Intercolonial Railway for the last fiscal year show a profit of \$96,822, the earnings of the year, as compared with 1901, having increased \$699,150, while the expenditure advanced only \$114,141. The above balance is accordingly left after the wiping out of the loss of \$488,186 incurred in 1900-1901. The total earnings of the road for the year just past were \$5,617,385. It was announced that the surplus would be devoted largely to improvement of the roadbed and in adding to the number of cars. The Canadian Pacific and the Grand Trunk Railway Companies are also continuing to add to their car capacity, the former company having given large contracts during the month to a Scotch firm for locomotives and to the Algoma Central car shops at Sault Ste. Marie for flat cars, the company's own shops being too busy to turn out the cars required. The capacity of the company's car shops at Toronto Junction is also to be materially increased. With regard to railway line extensions, a number of important announcements were made during the month. In the west the Canadian Pacific Railway will introduce a number of improvements upon existing lines and will construct new lines northwards from the main line, the improvements and construction work in question to cost, according to estimates, in the neighbourhood of \$10,000,000. In the province of Quebec,

and in Ontario also, charters for new railways have been applied for on an extensive scale. In the official *Gazette* of December 20, notice was given of the application for a charter of incorporation for the Grand Trunk Pacific Railway Company, but no additional information of importance as to details was announced. Street railway earnings in the leading Canadian cities showed an increase during the past month, and the companies are preparing for still further increases in traffic.

### The Cattle Embargo.

An event attended with very serious consequences for the export cattle trade of Canada was the outbreak, late in November, of the foot and mouth disease in the New England States, which led to an extensive quarantine against the infected regions, the British authorities forbidding the importation of cattle from six northern states of the union. Inasmuch as the Grand Trunk Railway Company, which has its winter port at Portland, Maine, is a heavy shipper of cattle, the effect upon Canadian trade was felt immediately. The Canadian government also prohibited the importation into Canada of cattle, sheep and swine from the states in question. The embarkation of live stock at Canadian Atlantic ports on board ships from New England ports, and the shipment of live stock in bond over the Canadian Pacific Railway Company's short line, through Maine to St. John and Halifax, were likewise stopped, the British authorities being equally desirous of preventing shipments via the short line in bond as from American ports, and positively refusing to concur in any relaxation. The Canadian Pacific Railway and Grand Trunk Railway companies accordingly arranged to hand over their cattle trains from the west to the Intercolonial railway at Montreal, to be run by the authorities of that railway to St. John, N.B. The Canadian Pacific Railway and Grand Trunk Railway accepting cattle at all stations as before for export to Great Britain. Hides and skins were also forbidden to be im-

ported into Canada from the New England States, the prohibition being made to include hides from Great Britain and Buenos Ayres passing through the states in question, whether in sealed cars or not, a measure which caused considerable inconvenience in the tanning industry, several tanneries depending upon South American hides having already contracted for their supplies and the latter being, on the outbreak of the disease, en route to the forbidden ports. Later in the month the Canadian railways were notified by the Governor of Illinois that an order had been passed by that state not only against the infected New England States but also against those bordering thereon, including New York and Pennsylvania as well as the provinces of Quebec and Ontario, the entry of cars from these districts being prohibited. Apart from the general demoralization of the trade caused by the above regulations several instances were reported of severe losses to Canadian shippers whose cargoes were already en route when the embargo was imposed. One effect of the incident has been to cause considerable discussion as to the possibility of a Canadian dead meat trade, by which inconvenience could be averted in the case of cattle disease occurring. The chief difficulty of the dead meat problem thus far has been the lack of a market for the offal in the shape of a plant to utilize the hair, hoofs, bones, intestines, &c., of the dead animals.

### Trade Conditions.

General trade conditions during the month continued satisfactory. Official returns of imports and exports show increases, and domestic trade was materially benefited by the advent of cold weather. Wholesalers in the larger centres were mainly engaged on the yearly balance, but retailers on the whole report the largest holiday trade on record. Good sleighing added another stimulus to country trade. Collections were generally good and the record of failures satisfactory. Securities still suffered from depression, the market

continuing closely related to the rates for money.

Reporting to the Department of Trade and Commerce from Cape Town, the Canadian agent in South Africa states that substantial reductions have been made by the Transvaal government in the duties for food stuffs and the necessities of industrial production, though the tariff as thus amended must be regarded as only provisional. The following articles are at present on the free list:—Agricultural implements, machinery of all kinds, cement, iron, timber (including ceiling and flooring boards), plane, tongued or grooved plane boards unshaped, and poles. Wood products are admitted at  $7\frac{1}{2}$  per cent *ad valorem*; also manufactured wood, cotton prints, clothing, leatherware, linen goods, furniture oil, blankets, pianos and organs, and bicycles.

### Montreal Port Returns.

A number of interesting facts in connection with the general trade of the country are contained in the record of the port of Montreal for the past navigation season which closed on December 1. That the year has been a satisfactory one is proved by the following statistics which show that the customs collections have been the largest in the history of the ports:—

November, 1901.....	\$ 758,679 12
November, 1902..	1,050,451 50

Increase.. . . . \$ 291,772 38

For the five months ending November 30:—

1901.. .. .	\$ 4,254,332 37
1902.. .. .	5,129,817 03

Increase.. . . . \$ 874,984 66

The number of vessels and volume of tonnage to the port has greatly increased, though it is stated that, owing to the high rate of insurance on cargoes and hulls, profits in the shipping of the port have been greatly reduced. There was an increase of fifteen vessels in the arrivals at the port, namely, 757 as against 742 last year, and the total tonnage registered was 1,528,048, exceeding that of last year by

about 75,000 tons. The release, after the South African war, of a number of steamships in the employ of the Imperial government for transport service accounted in part for the increase in tonnage. Outward freights are reported to have been of a very general character, and there was a large increase in imports principally in construction iron, steel rails, coal, and general cargo from foreign ports. There were eleven accidents reported during the season. The inauguration of the new combined line from Montreal in the summer and Halifax and St. John in the winter to South African ports was inaugurated by the sailing of the Allan line ss. *Ontarian* on November 26. The Elder-Dempster line ss. *Melville* followed on November 28, the third sailing being on December 18, when the Furness line steamship sailed from St. John. There was an increase of about \$43,000 in wharfage receipts. The quantity of coal brought into Montreal from lower ports was 171,032 tons in excess of 1901. Passenger traffic was reported on the whole much ahead of last season by the various lines. The season was also a remarkable one for development and alterations along the harbour front and wharfs, and many important improvements have been carried out. The beginning of a new Weber elevator, to be completed on August 1, 1903, and to have a handling capacity for receiving of 18,000 bushels per hour from boats and of twenty cars per hour from cars, and for shipping of 80,000 bushels per hour to vessels and forty-eight cars per hour to cars, was an important event of the year. Working only one-third of the time during a season of 150 days, the new elevator will be capable of receiving and shipping more than 18,000,000 bushels.

### Immigration and Colonization.

Reports published by the Department of Immigration indicate that the population of Manitoba and the North-west Territories has been augmented during 1902 by fully 100,000 people. These figures include not only the number of duly regis-

tered immigrants, which is estimated at the close of the year to have been about 87,800, but the independent class as well, who do not register and with regard to whose exact percentage to the total only an approximation is possible. Almost every Canadian immigration society shows large increases in business for the year. The Women's National Immigration Society of Montreal, for instance, reported that 365 immigrants had passed through the institution, or an increase of thirty-six over last year. During the eleven months ended November 30, 63,724 immigrants left British ports alone for Canada. Prospects for the coming year, moreover, are that the movement will be continued on an equal if not a larger scale, and arrangements for its efficient handling are being made both by the government and by the railway companies. The Canadian Pacific Railway Company having discontinued building freight cars at the Hochelaga shops and being now engaged on passenger coaches with the demands of the coming immigration season in view. Further regulations were drawn up by the Immigration Department of the Dominion during the month with regard to the deportation of immigrants suffering from loathsome, infectious or dangerous diseases. The arrangement for an exclusive sale of school lands in the Territories by the territorial government in May and June next was also reported during December, an upset price of not less than \$7 per acre being placed upon the lands in question. During the month many applications from American and other syndicates seeking land concessions in New Ontario were received. A scheme for the colonization of British agriculturists in Alberta was also approved of. The British Columbia government was advised on December 13 that the Dominion government had disallowed the recent anti-Japanese legislation of the provincial legislature, including the Coal Mines Regulation Act and the British Columbia Immigration Act. By a decision of the Privy Council, reported during December, Jap-

anese, whether naturalized or not, cannot register for voting purposes in British Columbia.

Favourable reports with regard to colonization were also received from British Columbia.

### Notes.

On December 5 a message was transmitted around the world from Ottawa via the Pacific cable in six hours and three minutes.

At Wanstead, Ontario, on December 26, a collision between freight and passenger trains of the Grand Trunk Railway resulted in the loss of 28 lives, 41 being injured.

A scarcity in some lines of provisions, reported in Dawson as owing to the fear of overstocking during the early autumn months by merchants, has caused a rise in price in butter, eggs, bacon and hams.

The McAlpine Tobacco Company and the Consumers' Tobacco Company of Windsor have amalgamated and have been incorporated as the McAlpine Consumers' Tobacco Company, Limited, with a share capital of \$500,000, and head offices at Toronto.

On December 14 the Stonewall Jackson Cigar Factory in Montreal, one of the largest in Canada, was totally destroyed by fire, the stock in the factory, including over 1,000,000 cigars, being consumed. The establishment employed 160 hands.

Negotiations for the establishment of a dressed meat factory at Toronto Junction were reported during the month, the new company to erect abattoirs and other buildings to cost between \$100,000 and \$150,000, and provision to be made for the manufacture of every by-product from the animals.

It was announced that the head office of the White Pass and Yukon Railway Company will be moved from Seattle to Vancouver early in January. As fully 75 per cent of the merchandise shipped into the Yukon is now of Canadian origin it

is held to be more convenient to have the offices at the point where trade centralizes.

Not in many years has the record of disasters on the great lakes equalled that of the closing week of November and the opening week of the past month, over 54 lives being lost. With the exception of the *Bannockburn*, however, owned by the Montreal Transportation Company, the vessels wrecked were chiefly wooden, and the money loss will not, accordingly, be very great.

During the month a conference of the premiers and certain cabinet ministers of the several provinces of the Dominion was held at Quebec, Que., opening on December 18, Premier Parent of Quebec being elected to preside. The questions of federal representation, Dominion subsidies to the provinces, and other principles involved in the confederation, it was understood, were among the matters to be discussed. No official statement as to the proceedings of the conference was made at the end of the month.

The annual statement of the Bank of Commerce shows that the net profits, after making the usual deductions, amount to \$1,028,509. The balance at credit of profit and loss brought forward from last year amounts to \$251,000. The sum of \$56,000 was used to pay dividends at the rate of 7 per cent per annum, and there was transferred to the rest account the sum of \$500,000, making the reserve total up to \$2,500,000.

The chief place of business of the Alexander Gibson Railway and Manufacturing Company, it is announced, will be at Marysville, N.B., the land and dwelling houses of which are the property of the company. The capital of the company is \$5,000,000 divided into 50,000 shares of \$100 each. The properties in its control consist of the Canada Eastern Railway, from Fredericton to Chatham, 137 miles; the cotton mill at Marysville, the annual output of which is over \$700,000 yearly; lumber properties, consisting of 250,000 acres held in fee simple and 250,000 acres held under

license, and saw-mills, shingle mills and lath mills at Marysville and at Blackville, with an annual capacity of over 40,000,000 superficial feet.

The subjects of technical education and manual training received considerable attention in Canada during the month. The proposal to turn the technical school in Toronto, as part of a general movement, into a high school and merge it with the city's education system, was strongly opposed by the labour organizations, which were of the

opinion that its efficiency as an educational institute for skilled artisans would thereby be seriously impaired. The subject of manual training was discussed at a meeting of the Experimental Union at Guelph, Ont., and at St. John, N.B., a movement in its favour was reported. In Montreal also the facilities of the city for technical education were discussed at a meeting of the Mechanics' Institute at which the establishment of a technical school was recommended.

## II. REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month of December has produced a great change in the activity of the labour field; compared to the previous month it is far behind in out-door activity, the marked change being due to weather conditions, which were unusually severe and boisterous. The building trades, which gave good promise earlier, were practically inert, nearly all out-door work being suspended temporarily. Nearing the end of the month some of the operations were resumed, however, but on the whole this department of the labour field has relaxed materially. The retail stores were very active and retailers report an unusually busy season. Commercial activity has been very marked, and shipping circles have enjoyed a splendid season. The wholesale trade has been about normal and printing has awakened, the demand being in excess of the supply. All the employees of the *Echo-Chronicle*, displaced by a lock-out some five months since, have obtained work in other establishments, and a force of non-union men and women are now effecting the issue of the *Echo and Chronicle*.

#### CONDITION OF LOCAL INDUSTRIES.

The fishing industry has not been as productive as that of the previous month; there has been some activity in the local

lobster industry, but the latter has not been more than normal. Weather conditions have been very severe all along the coast. The lumbering, manufacturing and mining industries are all reported to be in a healthy condition.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have had a poor month; work has been remarkably good for the season, but the weather prevented the activity which would have been otherwise enjoyed. Carpenters and joiners have been situated similarly. Lathers and plasterers have been fairly busy. Painting, decorating and paper-hanging have relaxed. Plumbers and gas fitters are busy. Stonecutters are well employed. Builders' labourers report work interfered with by weather conditions.

*Metal, engineering and shipbuilding trades.*—These trades are enjoying a fairly good season, and the outlook is very promising.

*Woodworking and furnishing trades.*—Wood-workers, upholsterers and carriage-makers report work normal. Coopers are very busy.

*Printing and allied trades.*—Pressmen are well employed. Printers are enjoying a splendid season, every available hand being employed.

*Transport.*—Transportation companies have been very active during the month,

and all branches connected therewith have shared in the activity.

*Unskilled labour.*—This branch has enjoyed a busy month.

#### DISTRICT NOTES.

*Amherst.*—The Maritime Heating Company, Limited, is the latest addition to industries in this district; capital, \$100,000.

*Maitland.*—A new schooner, *Marjorie J. Sumner*, a modern vessel, 354 tons registered, was launched during the month.

*Glace Bay.*—Marconi's system of wireless telegraphy was successfully effected on the 22nd of the month.

### CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during December was duller on the whole than in the previous month, a characteristic condition in the province at this season of the year. The work of rebuilding the tobacco factory, destroyed by fire, is giving employment to about twenty men, but an equal number of tobacco workers were thrown out of employment. The closing down of one foundry threw twenty-five men out of work, but a number secured employment within and without the province, leaving three-fifths of the original force idle. The burning of the market house and the necessarily hurried erection of a temporary building gave a large force of workmen a few days' employment. The purchase of additional property by the Dominion Packing Company, with a view of enlarging the plant, was another feature of the month. The sudden and unexpected closing of navigation about the 10th of the month caused a number of produce laden vessels to be frozen in at Charlottetown and other island ports. The summer steamers also stopped for the season and the burden of transportation fell upon the winter steamers, which were severely taxed to relieve the freight

congestion. The Manchester trade, which took away a large quantity of live stock and produce, caused further activity in shipping circles. Hence the longshoremen and freight-handlers were kept exceptionally busy. Owing to bad weather the Christmas retail trade was duller than usual.

#### CONDITION OF LOCAL INDUSTRIES.

December as usual was a quiet month in agriculture in this province. The farmers were hampered in their marketing by the poor roads, but managed to dispose of a considerable number of cattle, sheep, live and dead hogs, poultry, oats, &c.

*Smelt and eel fishing* was carried on briskly, and shipments have been made to the United States. Work on the Hillsborough bridge, at which 500 men were employed, closed down for the season. About 75 men are still employed on the Belfast and Murray Harbour Railway, but these will soon be discharged until next spring.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers are practically idle. Carpenters and joiners have been fairly busy. Lathers and plasterers have found work dull. Painters have had a dull month. Plumbers have been fairly busy. Builders' labourers have had a dull month.

*Metal, engineering and shipbuilding trades.*—Iron moulders, iron workers and helpers, have had a fairly busy month. Blacksmiths have been busy. Bicycle workers have closed down for the season.

*Woodworking and furnishing trades.*—Coopers have been busy.

*Printing and allied trades.*—Printers have been busy. Bookbinders were also busy.

*Clothing trades.*—Tailors report steady employment.

*Food and tobacco preparation.*—Bakers and confectioners were busy.

*Miscellaneous.*—Barbers were fairly busy. Clerks were busy.

*Transport.*—Freight-handlers and steam-boatmen were busy the first part of the month.

*Unskilled labour.*—Unskilled labour had good employment for part of the month.

## ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

December showed a marked improvement over November in the labour market. The winter port business is rapidly increasing. The aggregate shipments of cattle up to December 30 were 290 cars, and 80 cars of cattle are now on the way to this port. It is stated that this business has increased 104 per cent over the same period last year, and the inward shipments have been 50 per cent in excess of last season. Grain shipments also promise to exceed those of last winter, and up to December 22 the elevator at West St. John handled 300,000 bushels more grain than was received up to the same date last year. The different express companies were over-taxed during the holiday season handling parcels. A charter was recently made here by a steamer to load deals for the west coast of England at thirty shillings a standard, being the lowest rate in the history of this port. Bank clearings for the four weeks ending December 24, were \$3,402,042; for corresponding period last year, \$3,003,372, being \$398,670 in excess of 1901, and \$233,174 less than November of the current year. Wholesale and retail dealers report the Christmas trade better than it has been for many years. During the month a slight disturbance in the Cornwall cotton mills occurred. A foreman of the carding room was discharged, and the men in the department quit work in sympathy with him. The matter was satisfactorily arranged, and the regular order of things was resumed. During a recent heavy snow storm a number of teamsters were employed hauling snow from the streets, among whom were nine non-union men. The union teamsters refused to work

with them and quit work, but the matter was amicably arranged by the non-unionists joining the teamsters' union.

### CONDITION OF LOCAL INDUSTRIES.

The weather has interfered with the fishermen doing much, and all kinds of fish are scarce. Quotations are: halibut, 15 cents per lb.; cod and haddock, 5 cents per lb.; cod steak, 8 to 10 cents per lb.; pick-rel, 6 cents per lb.; frozen herring, 20 cents per dozen. The lumber cut on the St. Croix this winter will amount to 27,000,000 feet. Reports from other parts of the province state that the prospects are good for a large cut this year.

### CONDITION OF PARTICULAR TRADES.

*Printing and allied trades.*—Printers and pressmen report trade good. Bookbinders are active.

*Clothing trade.*—Journeymen tailors are busy.

*Food and tobacco preparation.*—Bakers and confectioners report a good trade. Butchers and meat cutters are active. Cigarmakers are kept busy. Broom-makers are busy.

*Transport.*—Railroad trackmen and freight-handlers are busy. Ship labourers are busy. Street railway employees report business good. Teamsters and expressmen are busy.

*Unskilled labour.*—Unskilled labour is fairly well employed.

### DISTRICT NOTES.

*Chatham.*—The smelt fishing is a failure so far.

*Fredericton.*—Several thousand dollars will be spent in repairs on the highway bridge over the St. John river this winter.

*Grand Salmon River.*—The repairs to the dam at Bostwick's mill were completed before winter set in, and it is now in readiness for a big season's work.

*Maugerville.*—A large modern mill is being erected; sawing will not be commenced before next spring.

*Minto.*—Track laying on the New Brunswick Coal and Railway Company's line between this place and Chipman has commenced. Coal mining is booming. Coal will be shipped to St. John over the new railway, which is expected to be ready for transporting freight about the middle of January.

*Moncton.*—The cotton mill has lately received an order for 129,000 yards for export to China. This will occupy 214 looms for nearly two months.

*St. Stephen.*—Ganong Bros. distributed about \$1,000 in cash among their employees on Christmas Eve.

*Sussex.*—The proprietor of the Sussex foundry and machine works has amalgamated with the Sussex Woodworking and Electric Lighting Company, and application will be made for a charter at the next session of the legislature, under the name of the Sussex Manufacturing Company.

## QUEBEC, QUE., AND DISTRICT.

*Messrs. Edward Little and P. J. Jobin,* Correspondents, report as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

The close of navigation on December 5 was an event having considerable effect on the labour conditions in this locality. The season dated from April 13 and lasted, accordingly, for eight months all but eight days. A number of ship labourers, long-shoremen, firemen and others are consequently now out of employment. By way of offset to this unfavourable feature, however, business conditions during the month were exceptionally active, and the holiday trade the largest in years. The outside trades have suffered a little in consequence of the severe weather, though the building of a wing to the St. Louis Hotel and the re-building of the Victoria Hotel will furnish considerable employment in this branch of industry. The Order of Railroad Telegraphers held a two days' convention in Quebec on the 17th and 18th inst. The city bakers raised the price of bread two cents on the six-pound loaf on Decem-

ber 24, on the ground of the high price of coal. A deputation from the Trades and Labour Council waited upon the mayor on the 3rd instant in regard to the purchase of city property upon which to erect a labour hall. If satisfactory terms can be arranged the council proposed to erect, within three years, a building to cost \$15,000, the building to be 80 by 100 feet, four stories high, and to contain an assembly hall, meeting rooms and a technical class-room. The deputation was requested to place its proposition in writing before the City Council.

### CONDITION OF LOCAL INDUSTRIES.

A small section of the new electric road in Point Lévis has been completed and placed in operation. Work is still going on on the construction of the elevator in connection with this road. The cars and electric equipment for the road are being supplied by Ottawa firms.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report conditions dull, and the same statement applies to the various other branches of the trade, with the exception of plumbers and gas and steamfitters who have had a busy month.

*Metal and engineering trades.*—Conditions are on the whole quiet. Boiler-makers report trade good; one firm has orders enough on hand to insure activity until March next.

*Printing and allied trades.*—Printers and pressmen are nearly all employed and prospects have brightened during the month. Bookbinders are well employed and overtime was worked in some of the binderies.

*Clothing trades.*—Boot and shoe manufacture is very active, with factories working full time and full handed, and in several instances overtime being put in.

*Food and tobacco preparations.*—Cigar-makers report trade good.

*Leather trades.*—Tanners and curriers are busy.

*Miscellaneous.*—Furriers have all the work they can attend to.

*Transport.*—Teamsters and expressmen had a busy month owing to the holiday trade.

### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Taken as a whole the month has not been a favourable one. In most branches there is not much demand for labour, and in the building trades, particularly for those men employed at outside work, there has been less work than during any of the months since April of the present year. The number of days lost through bad weather during December was very high. There has not been any change in the rates of wages. In all of the trades good conditions prevail between labour and capital.

#### CONDITION OF LOCAL INDUSTRIES.

The lumber industry is very active. Shanties have been running since October. There are many logs already cut and the ice is formed almost everywhere on the St. Maurice. Provisions are leaving every day for the shanties, the weather on the whole having been favourable up to date. If nothing intervenes there will be as many logs cut this season as last, if not more.

#### CONDITION OF PARTICULAR TRADES.

*Printing and allied trades.*—The boom in the printing business is still on, not a man idle and overtime is the rule.

*Building trades.*—The bricklayers of the city, with the exception of a few men, are all idle. Carpenters have, during the past month, been fairly well employed considering the weather. There is no demand for painters, the buildings in course of erection are not ready, and during the past month outside work has not been possible.

*Clothing trades.*—Journeymen tailors report work plentiful. In the boot and

shoe industry workmen have had constant employment all year round and have more orders than they can fill for the present. In the glove factory they have been working night and day and will have to continue working to fill orders on hand.

*Food and tobacco preparation.*—Cigar-makers report work fair.

*Miscellaneous.*—Barbers have been as busy as in November.

### SHERBROOKE, QUE., AND DISTRICT.

*Mr. H. Logie, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during the month has been exceptionally good, more so than for the same month in some years back. Building operations were somewhat retarded owing to the extreme cold weather experienced about the middle of the month, but work was resumed later on two large buildings now in course of erection. There seems to be no cessation of the activity which has characterized labour in this section during the past year. In Windsor Mills, where large mills are being erected for the Canada Paper Company, the American contractors, owing to losses on contracts in the United States, made an abandonment of their estate. At first it was feared that as a consequence a large number of workmen would suffer, as they had not received their wages for two or three weeks previous, but the Canada Paper Company guaranteed the amount, some \$7,000. Work was suspended for some days, but a settlement having been arrived at between the contractors and their creditors, the work is again being rushed towards completion.

The retail merchants report a very good Christmas trade. During the month an association to be known as the 'Merchants' and Protective Trades Association,' was formed. The president is G. A. Darche; and G. F. Moore is secretary. The membership is twenty-five, and the association

meets the first and third Wednesday of each month.

All factories and other industries are running full time, and at the machine shops there is a good deal of extra time being put in. The papermakers' union (Springvale Lodge No. 92, Windsor Mills, Que.,) has been granted its request for shorter hours, the machines to shut down at six p.m. Saturday, and start at seven a.m. Monday, instead of running till eleven p.m. and starting at one a.m., respectively, the new arrangement to come into effect May 1, 1903. This means that the Canada Paper Company will give the same pay for 65 hours work as they do at present for 78 hours.

#### CONDITION OF LOCAL INDUSTRIES.

All *agricultural work* is at a standstill. Farmers who have woodlands are now beginning to haul wood for fuel to the city, where good prices are offered owing to the scarcity of hard coal.

The *lumber camps* are now in full operation. The severe frost of the first of the month was very beneficial to the industry as the swamps, being frozen over enabled hauling to be begun at an earlier date than usual. Lumbermen state that the cut of pulp wood will be considerably less this year, owing to the fact that the demand for pulp wood is not so good in the United States, many merchants there not yet having disposed of their last year's stock. There is still a demand, however, for men for the lumber camps.

The various *manufactures* report business good. In the Paton Woollen Mills considerable overtime was put in during the month in order to keep up with orders.

Work in most of the *asbestos mines* has been suspended for the winter, but the mills are running as usual.

A new industry has been started in Sherbrooke for the manufacture of iron beds. As yet only a few hands are employed, but it is expected that more will be added in a short time.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—During the month bricklayers and masons have had considerable broken time, owing to the weather, but otherwise not an hour was lost. Carpenters and joiners have been very busy. Plumbers have had an exceptionally busy month, and in most cases were unable to supply the demand. Stonecutters have been fully employed.

*Metal and engineering trades.*—Iron moulders report work very brisk, and machinists are kept fully employed with a good deal of overtime.

*Printing and allied trades.*—Printers and allied trades report a busy month.

*Clothing trades.*—The clothing trades have been very busy during the month of December, especially custom tailors.

*Food and tobacco preparation.*—Bakers and confectioners state that this has been the busiest season for a number of years. Cigarmakers have had a good month.

*Miscellaneous.*—Unskilled labour is in good demand, and there are very few of this class to be seen idle, as is often the case at this time of the year.

#### DISTRICT NOTES.

A company of British capitalists has decided to locate in *Farnham* for the manufacture of school desks, office furniture, &c., for export trade to all parts of the Empire. The town is asked to grant them the free use of its beet sugar factory property and the water power attached, and in return the company promises to employ in the course of a year 200 skilled labourers and to increase this number from year to year as their business demands. A by-law is in course of preparation and will be submitted to the people at an early date.

#### ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was fairly active during the month. The different branches of industry have been well employed, in many cases extra work having been done. None of the factories have closed owing to lack of coal or from any other cause. Retail merchants report trade as having been brisk, especially at Christmas, several of the stores having sold very extensively of goods appropriate to the season. Prices, however, remained as they were. There were no changes during the month in respect to hours and wages.

## CONDITION OF LOCAL INDUSTRIES.

*Manufactories* generally, with two or three exceptions, have done a good trade, the busiest having been the tanneries, the boot and shoe factory, the machine shops and the Canadian Woollen Manufacturing Company, Limited. This last will close down during the holidays, that is to say, from the 31st December, 1902, until the 7th of January, 1903. The company will profit during that time to make an inventory of its stock.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters had not very much work in December, owing to the fact that there were only a couple of buildings under construction.

*Metal and engineering trades.*—Moulders worked steadily all month, but no new hands are required. Machinists continue working full time. Boilermakers are all busy.

*Woodworking and furnishing trades.*—Wood-wookers report a good month owing to the holiday season. Carriage and wagon makers have been very busy, as have also pattern-makers.

*Printing and allied trades.*—Printers report a satisfactory month.

*Clothing trades.*—Dressmakers state they have made a good month. With garment workers trade has much improved. Boot and shoe workers have had plenty to do, some of them making extra time.

*Food and tobacco preparation.*—Although cigarmakers have all found employment they state that business will slacken off considerably after the holidays. At the present time, however, the factory has many orders on hand and competent workmen can find employment.

*Leather trades.*—Tanners and curriers are working full time.

*Miscellaneous.*—Barbers state that business is good, but that their local union, which was in existence for nearly two years, has been dissolved.

*Transport.*—All workers in this branch of trade have been fully employed.

## MONTREAL, QUE., AND DISTRICT.

No report was received from Mr. J. S. Fitzpatrick.

## HULL, QUE., AND DISTRICT.

*Mr. Rodolphe Laferrière, Correspondent,* reports as follows :—

## GENERAL CONDITION OF THE LABOUR MARKET.

Though the labour market was not very active during December yet it was satisfactory compared to previous years. It is a cause of rejoicing that at the end of the year not more than two families have applied either to public or, as far as can be ascertained, to private charities for assistance, and not one single demand for fuel, either wood or coal, was made to the authorities. The St. Vincent de Paul Society has had as many as one hundred families sometimes to look after. So far this year it has but two. This is evidence enough of the condition of the labour market here.

New regulations are to be put into force in the Eddy paper shops. Work will be stopped on Saturdays at six o'clock and start at six a.m. Heretofore the men used to work on Saturday night.

The Canadian Pacific Railway Company is paying its employees on the Hull-Aylmer Electric road 15 cents per hour. Conductors, motormen and linemen get \$1.25

The foreman at the car shops gets \$65 per month and their helps are paid \$1.25 and \$1.50. There are no variations since last month in wages and no strikes or lock-outs reported.

### OTTAWA, ONT., AND DISTRICT.

*Mr. F. W. Quayle, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The largest Christmas trade in years, was the almost unanimous experience of business men at the close of the month, and there was a feeling of hopefulness which gave a buoyancy to trade, and stimulated buying for the future. The weather conditions were exceptionally favourable and the people seemed to have plenty of money to spend. In many ways December was one of the best months of the year. Labour was generally employed, but owing to the season, there were, of course, many unskilled workers out of employment. The trades were fairly active, although there were no exceptional features.

#### CONDITION OF LOCAL INDUSTRIES.

The good sleighing has greatly facilitated the work of the farmers in marketing produce, and large shipments were reported by the railway companies, all available rolling stock being in service. Reports from the shanties indicate that lumbering operations are making splendid progress, and with a continuance of favourable weather conditions the output of logs and square timber is likely to be large.

The Westinghouse Electrical Manufacturing Company, of Philadelphia, has arranged to start a mica-trimming factory here in January, or early in February. It will give employment to about 100 hands, and the object is to dress and prepare mica for shipping. The mica deposits in the Ottawa district are stated to be second only to those of India.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Building trades are quiet, owing to the season.

*Metal, engineering and shipbuilding trades.*—Machinists were busier than for some time back. The saw-mills, being closed, provide a lot of repairing in preparation for spring opening.

*Woodworking and furnishing trades.*—Car builders are kept steadily employed.

*Printing and allied trades.*—The printing trades were all busy. Unemployed printers are hard to find.

*Food and tobacco preparation.*—Christmas trade provided abundant employment for bakers and confectioners. The ice-cutting season is now well under way, a considerable number of men being employed.

*Transport.*—Carters seemed difficult to obtain; the scarcity was especially felt by the city in an effort to secure men and carts to deliver the Welsh coal purchased to relieve an apparent stringency in the supply of hard coal caused by the Pennsylvania strike.

### KINGSTON, ONT., AND DISTRICT.

*Mr. Wm. Kelly, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

On account of the change in the season labour generally has not been so fully employed as during the month of November. The closing of navigation has also militated against it. As compared with the same month last year, however, opportunities have been fully as good, if not better. The activity of the transportation business, the large bank clearings, and an increase over last month of \$3,392.72 in custom duties received would indicate great commercial activity. The post office and express offices report the greatest volume of business in years past. Merchants were compelled to add to their staff of hands to serve their Christmas customers. The rates of wages or hours of labour have not changed during the month. There have been no strikes, or evidence of unrest.

The Iron-workers Helpers' Union, whose charter was recently annulled, met and b

resolution divided its funds, about \$200, between the charitable institutions of the city.

During the month an interesting session of the Cattle Guard Commission, appointed by the Dominion parliament, was held and many prominent farmers gave evidence. Recently a check for \$1,200 was received from the Provincial Treasurer to be applied for technical education at the Collegiate Institute. The city corporation is taking steps to encourage the institution of a rock-crushing plant, looking to the formation of better streets, &c.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are busy getting out wood, timber, &c.

*Manufacturing* concerns are busy. The cotton and hosiery mills and Canadian locomotive works are all busy. The locomotive works during the month organized a night shift, which is being maintained, there being abundance of work.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—With the exception of employment on a few odd jobs, the various departments of the building trades are practically idle.

*Metal, engineering and shipbuilding trades.*—The metal, engineering and shipbuilding trades are busy. About the first of the month the Canadian Locomotive Works Company imported sixty German machinists and set them to work. It is expected that the pay-sheet will soon be \$18,000 instead of \$8,000.

*Woodworking and furnishing trades.*—The woodworking and furnishing trades are very busy.

*Printing and allied trades.*—The printing and allied trades are fairly busy.

*Clothing trades.*—All branches report an excellent Christmas trade.

*Food and tobacco preparation.*—Butchers, bakers, cigarmakers, &c., had a good trade during the holidays.

*Leather trades.*—The leather trades here, not being affected by the embargo recently imposed, report improved business.

*Transport.*—The transport business has been especially good for the season of the year.

#### DISTRICT NOTES.

A large business in *mica* is conducted between the Westinghouse Company, Ottawa, and the mine owners of this district.

Agitation is now going on for a better ferry service between the various islands adjacent to Kingston. Also for the abolition of the toll gate and market fees.

An agitation is going on for the development of the marl and cement beds in this district. This material is in much demand in adjacent states for building purposes.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month of December has been in many ways ahead of the corresponding month of last year. There has been a good demand for skilled labour and reports from merchants show that business has been flourishing. An agreement has been signed with Mr. T. M. Kirkwood and other western capitalists to operate the rolling mills here formerly conducted by the Abbott-Mitchell Company. The people will vote on a by-law on January 1, to give a bonus of \$30,000 to the new firm in yearly instalments of \$5,000, on condition that 7,000 tons of iron and steel are turned out yearly. The firm will have the new works in full operation by April 1, 1903. Another firm of western capitalists have purchased the Point Ann stone quarries east of the city and will erect a plant for the manufacture of Portland cement either at Point Ann or in the city, providing the city will give them a bonus of \$50,000, a free site and right of way. The stone has been assayed by Professor Carpenter, of Cornell University, who says it contains

all the qualities necessary for the manufacture of Portland cement. It will be manufactured by what is known as the dry process. The company, which is the same one that built the Durham plant, says it will not ask the city for the bonus money until a plant is erected that will cost not less than \$750,000. A local company is being organized for the erection and operating of a pork factory. The capital stock is \$250,000. A great deal of stock has been subscribed and the site has been selected. This is an important hog-raising centre, and at the present time hogs are shipped to all points from Belleville. For the past six months the exports from the city alone have been about \$16,000 monthly. The proposed factory will not only mean a better market for the farmers of this district but will give employment to a large number of men. Banks report a good month's business. All business is sharing in the general prosperity caused by the excellent crops. There has been no disturbance in the labour market during the month.

#### CONDITION OF LOCAL INDUSTRIES.

Many labouring men are at work in the various *canning factories* and *evaporators* in this district. Many *farmers* are clearing away the timber on their farms owing to the large demand for wood, and many labouring men are earning \$1.25 a day and board chopping. There has been a falling off in the *fishing industry* on account of the cold weather. Owing to the ice the nets are not lifted as often. Owing to the good wages paid in the *lumbering* camps this winter few men have come out of the woods, but will wait until spring. A large number of men from this district are still at work on the new *Grand Trunk Railway double track*. *Mining* in North Hastings is being carried on, on an extensive scale. Arsenic is being turned out in large quantities.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—Plumbers have been busy for the past two weeks on account of the severe weather which has caused many

broken pipes. Gas and steam-fitters report a good month for their trade. Stonecutters are very busy at present.

*Metal, engineering and shipbuilding*.—Iron moulders and associated trades report a good month. Machinists report a good month. Electrical workers and linemen have been busy this month. Metal polishers, buffers, platers and brass workers are busy, and there is a good demand for skilled workmen in this trade. Blacksmiths report a very busy month. Sheet metal workers and tinsmiths report a busy month.

*Woodworking and furnishing trades*.—In the woodworking and furnishing trades the month has been a good one. All the local firms have plenty of work on hand.

*Printing and allied trades*.—In the printing and allied trades the month has been a fair one.

*Clothing trades*.—The clothing trade has been brisk this month.

*Food and tobacco preparation*.—Cigar-makers report a good month. The barbers have abandoned their local union and prices have dropped to the old scale. They report that they were obliged to abandon their union on account of the barbers of the outside towns refusing to recognize the raise in prices and that the latter in consequence captured the country trade.

*Miscellaneous*.—The fur trade for this month has been very good.

*Transport*.—Owing to the closing of navigation railroad men report business largely on the increase.

#### TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, Correspondent, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market on the whole is in a highly satisfactory condition, work being plentiful in nearly all branches excepting those outdoor operations affected by the change of season. The holiday trade has

been a busy and remunerative one and dealers report that money has been more plentiful than ever before, and that sales have not only been larger in volume but the goods in demand of a higher grade than usual. The activity of trade, and of all branches of industry, connected with the supply of seasonable goods, has given additional work to many classes of artisans and labourers. In fact it may fairly be said that, but for the stringency of the coal situation, the working classes of Toronto were never in a more prosperous condition. Prospects for a busy spring season are highly encouraging as many new undertakings are in contemplation. Perhaps the most important of these not already mentioned is an extensive abattoir and packing establishment in connection with the stock yards at Toronto Junction, which will employ several hundred men. The Street Railway Company is making considerable extensions of its car-shed accommodations at the Don, in the East End, and is preparing to build additional workshops near its present car shops and powerhouse.

#### CONDITION OF LOCAL INDUSTRIES.

Manufacturing industries in nearly all departments are thriving. The increase in building operations has greatly stimulated the demand for structural iron work, and all kinds of material. The manufacture of heavy clothing and boots and shoes continues active.

Transportation facilities have been taxed to the utmost by the demands made upon them, especially since the resumption of anthracite coal mining, and the railroads are very busy. The business of the street railway is rapidly increasing. A schedule recently issued by the city treasurer, giving a comparison of the receipts of the month of November for the last six years, shows that receipts for November, 1902, were \$152,271, as compared with \$131,486 in 1901, and \$89,447 in 1897.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trade was actively pursued until checked by the

severe weather so far as outside work is concerned, but many outstanding contracts remain to be completed. The year has been an exceedingly busy one, and there is every indication that operations will be resumed on the same or a larger scale next season, as there is still a great demand for houses at a moderate rental in addition to the numerous business buildings and factories projected. Bricklayers, stone-masons, and others engaged in building, find work intermittent and uncertain though more plentiful, when the weather permits, than usual at this time of the year. Carpenters are well employed. It is estimated that not more than five per cent of the union men in the trade are out of work. Plasterers are fairly well employed considering the season. The agreement between them and their employers, under which they receive thirty-eight cents an hour for an eight-hour day, terminates on January 1. Plumbers and steamfitters are all at work and report conditions rather better than last winter, but the rush which prevailed during the fall was considerably slackened.

*Metal, engineering and shipbuilding trades.*—There is little change from the conditions noted last month. Blacksmiths, moulders, machinists and boilermakers are all at work with good prospects for the near future. The strike of iron moulders, polishers and stove-mounters at Gurney's is still on, and the unions are conducting a vigorous campaign against the output of the shop.

*Woodworking and furnishing trades.*—These trades form no exception to the general report of abundance of work and satisfactory conditions. There are few if any idle men at present. The carriage and wagon-workers have greatly strengthened their union, and report that it now embraces nearly all the mechanics in their trade. Two local branches of the piano-workers, known as Nos. 39 and 41, have been organized, the number of members of the organizations of this trade in Toronto being now about 300.

*Printing and allied trades.*—The printing trade, which was somewhat quiet in the beginning of the month, grew a little more active towards the close, but there are quite a number of men looking for work. Bookbinders have had a fairly good month.

*Clothing trades.*—Custom tailors, who have been doing well, report a slackening off of work, as is customary at this time. Dressmakers have been unusually busy. Garment workers have had plenty of employment until recently, but there is just now a temporary lull in production until the preparation for the spring trade commences, when they may expect steady work. Boot and shoe workers find plenty of employment. The cloth hat and cap workers, of whom there are about 200 in the city, have formed a union.

*Food and tobacco preparation.*—All classes of labour in these departments have been fully employed during the month.

*Transportation.*—Railway employees, expressmen and teamsters are all busy. The teamsters complain that, owing to the rush of work, they have had to labour overtime, sometimes working as long as fourteen hours per day without receiving extra wages, as they are paid by the month. A deputation waited upon the Police Commissioners on the 16th, asking that this grievance should be rectified.

#### DISTRICT NOTES.

*Aurora.*—The manufacturing establishments have been overwhelmed with orders which they have been unable to overtake, though they have been working overtime. A committee of business men and farmers was appointed, at a meeting held in Aurora on the 12th inst., to prepare a scheme for the establishment of a beet sugar factory in North York.

*Toronto Junction.*—A machine shop has been opened by Messrs. Hube Bros.

#### HAMILTON, ONT., AND DISTRICT.

*Mr. S. Landers, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Owing to the setting in of the cold weather, public construction work has ceased almost entirely. Other work generally is still fair in comparison with the previous month. The Christmas season brought with it the usual activity of wholesale and retail trade. Work during the summer and fall having been very satisfactory, general prosperity prevails among the working classes. During the month, apart from the still existing trouble between the journey-men bakers and one shop, there was only one labour disturbance, that of the hatters in the employ of the Royal Hat Company. This matter had been settled recently but broke out again. The horse-collar workers' strike still continues, while the strike of the knitting mill girl operatives has been amicably adjusted.

With regard to current prices at the close of the month, ordinary beef was quoted at 4½ cents to 7 cents; pork was quoted at \$7.40 to \$7.50 per 100 pounds; live hogs were \$5.50 to \$5.75 per 100 pounds; lamb was 7 cents to 7¼ cents a pound, by the carcass; veal was 6 cents to 8 cents; mutton was 5 cents; eggs were 23 cents to 30 cents a dozen; and butter was 23 to 25 cents a pound; wheat, 67 cents a bushel; oats, 31½ cents to 32 cents; rye, 50 cents; barley, 48 cents to 50 cents; hay remained at \$10 to \$12 a ton, and straw at \$6; the price of coal, which was very scarce, was \$8 to \$10 per ton.

Operations on the new Deering harvester works are constantly increasing in activity. Thirty-eight acres are being utilized, and there are 23 different buildings of which the floor space will be 1,136,736 square feet. It is calculated now that over 7,500 people will be employed. The Breckenridge planing mill recently destroyed by fire is being rebuilt. The Sawyer-Massey factory addition is finished. A new steam laundry is in the course of construction and additions to the Cataract Power Company's buildings have also been begun.

## CONDITION OF LOCAL INDUSTRIES.

The *agricultural* and *fishing* industries are very quiet at present, while *manufacturing* is doing fairly. At this season of the year there is no *railroad construction*, owing to the frost.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Owing to extensive building of new factories and dwelling-houses, the building trades have been and are still exceptionally busy. Bricklayers were paid the overtime rate, 60 cents an hour, to work on Saturday afternoons. Builders' labourers, painters, plumbers, &c., are very busy. Contractors claim that, although they are willing to pay the highest wages, plasterers are not to be had. The pay at present is 37½ cents per hour.

*Metal, engineering and shipbuilding trades.*—The iron trades are still very busy. Moulders, stove-mounters and coremakers are busy. Machinists are very busy and have enjoyed a good month, on new and general jobbing work.

*Printing and allied trades.*—The printing trades, including book-binders, are exceptionally busy.

*Clothing trades.*—Journeyman tailors are enjoying a busy month; garment workers are also very busy on next spring's output. Among the hatters there is practically a cessation of operations. The men at the Royal Hat Company's factory are out on strike, owing to an alleged breaking of a promise by the firm. Several men brought in to do the work only remained a few days. The men are still out.

*Food and tobacco preparation.*—Butchers and bakers are very busy with the holiday trade. Cigarmakers are all well employed, with union wages prevailing.

*Leather trades.*—Leather workers, with the exception of the horse-collar workers, have enjoyed a fairly busy month.

*Miscellaneous.*—The members of the Hamilton police department are asking for an increase in their pay. The pay of a first-class Hamilton policeman is \$57.78,

from which is deducted \$2.88 for the benefit fund, making his net pay \$54.90 a month, only after six years' service.

## DISTRICT NOTES.

*Dundas.*—Trade, wholesale and retail, has been exceptionally good during the month. The several industries have enjoyed a fair month of prosperity, and labour was very well employed. The Ontario Felt Company, Limited, with head office at Dundas and a share capital of \$40,000, has been incorporated. There are prospects of a linen factory being established here, in the old cotton factory premises. The capital stock has been placed at \$50,000, of which \$35,000 has already been subscribed.

*Merritton.*—During the month a serious difficulty occurred between the civic authorities and the Grand Trunk Railway Company, arising out of the attempt of a body of workmen in the employ of the latter to erect a new bridge over the tracks on the main street. The railroad employees were not grading the approach to the satisfaction of the village authorities and would not desist operations when required. The villagers finally secured the concessions asked.

*St. Catharines.*—During the month work has been very plentiful in general trades. Wholesale and retail trade was also very favourable. A serious fire took place about the middle of the month at the twelve-mile creek, where the Grand Trunk Railway Co. is constructing a bridge. The Canada Bridge Company are the contractors. The tools, plant, ropes, &c., were all destroyed, entailing a loss of over \$10,000.

*Welland.*—The steamer *Orion* was the last to pass through the canal, about the middle of the month. The canal is now closed for the season. Canal employees have received an increase in their wages.

*Niagara Falls.*—The Canadian Power Company has decided to extend its wheel pit to double its present capacity. The pit now contains five turbine wheels, each with 10,000 horse power, with its extension it

will accommodate six additional turbines, bringing the total horse power up to 110,500. The total length of the wheel pit will be 540 feet. The clerks in the employ of the Michigan Central Railway Company here quit work in the early part of the month, as a result of a resolution of the superintendent to employ only non-union men.

## BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent, reports as follows :—*

### GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of certain of those engaged in the building trades, the employment of labour generally, during the month, has been satisfactory, bricklayers and masons being idle part of the time on account of inclement weather. The month has not been as good as the preceding one, however, but compares favourably with the corresponding one of last year. Machinists, core-makers, carriage and wagon-makers, boiler-makers and blacksmiths were those specially active. Merchants experienced a brisk trade, particularly before Christmas, as expected. The Slingsby woollen mills were partly destroyed by fire, and about 100 operatives thrown out of employment. The loss is covered by insurance, and the plant will be rebuilt at once. The continued scarcity and high price of fuel has been a decided disadvantage to workingmen during the month. Friendly relations between employers and employees continue to exist. The last month closes one of the most prosperous years this city has seen for some time.

### CONDITION OF LOCAL INDUSTRIES.

In the rural districts, *farm work* is temporarily suspended, and many are busy preparing wood for the market, for which there is a strong demand.

All the *manufacturing industries* are busy, the smaller as well as the larger. Small shops, which depended upon the bicycle trade, are now engaged in other work,

which the season demands. Another small nickel-plating establishment has located in the city during the month.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons were idle during the latter part of the month, owing to inclement weather. Plasterers and inside carpenters have been busy. Painters and decorators, plumbers and steamfitters have had a steady month.

*Metal, engineering and shipbuilding trades.*—Iron and brass moulders and their helpers have had steady employment. All coremakers have been fully employed, and some have worked overtime. Machinists continue to be busy, and all local competent men are employed. Electrical linemen, metal polishers, buffers and platers have had steady employment. Blacksmiths have worked overtime. Boilermakers, tinsmiths and horseshoers have all worked full time.

*Woodworking and furnishing trades.*—Woodworkers, pattern-makers and millwrights have had steady employment. Carriage and wagon makers have worked overtime. Coopers have had a good month.

*Printing and allied trades.*—Printers and pressmen have had a satisfactory month.

*Clothing trades.*—Journeyman tailors have experienced a brisk trade during the month.

*Food and tobacco trades.*—Bakers, confectioners and butchers have been very busy, particularly during the latter part of the month. Cigarmakers and tobacco workers have had a very busy month, some working overtime.

*Miscellaneous.*—Barbers, clerks and delivery employees have been busy, particularly the latter. Hotel, restaurant and theatre employees, and laundry workers have had steady employment. There is a demand for the former.

*Transport.*—Trackmen have had a fair month. Freight-handlers have worked extra time. Draymen, expressmen and teamsters have been rushed with work. Street rail-

way employees have had steady employment.

*Unskilled labour.*—Unskilled labour for this season of the year has been well employed, and there are few idle labourers in the city.

### GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has continued in the healthy condition reported last month. Some lines of trade are busier than usual for the season of the year, and working people of all classes have been well employed. Outdoor work has been more plentiful than usual for December. Up to about Christmas the supply of soft coal equalled the demand, but a number of factories are now running short of fuel and there is a possibility of some shops being closed, owing to the scarcity. It is almost impossible to obtain hard coal and the general rate is now, for soft coal up to \$10, and for hard coal up to \$13.50. Wood is being brought in by farmers, and this to some extent relieves the domestic situation. It sells up to \$10 a cord. Work on the sewerage system is still being continued. Business generally is reported good, with no unrest among working people.

#### CONDITION OF LOCAL INDUSTRIES.

Prices for all kinds of farm products keep up, and the following are ruling figures :—Turkeys, 15 cents per pound ; geese, 60 to 90 cents each ; ducks, 75 to \$1 a pair ; chickens, 40 cents to 80 cents a pair ; butter, 22 to 25 cents a pound ; eggs, 22 to 28 cents a dozen ; apples, 40 to 75 cents per bag ; and potatoes 85 to \$1 per bag.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades enjoyed a good month for the season of the year. Considerable work will be left over until spring. Bricklayers are still doing a small amount of outdoor work.

Carpenters and joiners have had a fair month, as have also painters and paper-hangers.

*Metal, engineering and shipbuilding trades.*—Iron moulders have had a good month. Machinists and sheet metal workers have been only fairly well employed.

*Woodworking and furnishing trades.*—Woodworkers report trade as good. Some time was lost by men in this trade, however, owing to a scarcity of coal. Upholsterers are fully employed and report business brisk. Organ and piano workers have had a good month. Coopers are well employed. Carriage workers are busy on spring work.

*Printing and allied trades.*—Printers report trade good.

*Clothing trades.*—Tailors report trade as fair. The colder weather has caused some improvement over the preceding month.

*Food and tobacco preparation.*—Bakers have had a very busy month. Cigarmakers report trade as good.

*Transport.*—Teamsters and delivery employees are better employed than usual for the season of the year.

*Unskilled labour.*—Unskilled labour has been well employed, a good deal of work has been provided sawing wood, at the rate of two cuts for \$1 per cord.

### STRATFORD, ONT., AND DISTRICT.

*Mr. M. H. Westbrook, Correspondant,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour continue to be well employed, and prospects remain bright for an exceptionally busy winter. Carpenters and builders are all very busy finishing up several large contracts, among which are the Carnegie library, the Globe Werniche Furniture Factory and the Kemp agricultural works. This branch of labour promises to be very busy, as soon as spring opens, as much building will be commenced. The coal situation is now causing much anxiety, and not a little actual suffering.

Very little anthracite coal is coming in. Wood is also very scarce, and sells for \$8 to \$10 per cord. Coal is \$8 per ton, when any can be procured. Nearly all trains are arriving late, caused by the railway companies being unable to procure coal of proper steaming qualities. A by-law guaranteeing the bonds of the biscuit factory to employ 50 hands the first year was carried recently, only eight votes being recorded against it. Building operations will be commenced at once. This factory will be four stories high and 70 by 150 feet in dimensions.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have no cause of complaint as all farm produce is selling well, at good prices. The following are the prevailing prices:—Wheat, 68 cents per bushel; peas, 65 cents per bushel; oats, 30 cents per bushel; flour, \$1.75 to \$2 per 100 pounds; hay, \$8 to \$10 per ton; potatoes, \$1 per bag of 90 pounds; butter, 16 to 22 cents per pound; eggs, 20 cents per dozen; chickens, 40 to 60 cents per pair; ducks, 60 to 80 cents per pair; wool, 13 to 14 cents per pound; geese, 50 to 75 each; turkeys, 12 to 14 cents per pound.

The Stratford Mill-Building Company, employing 60 hands, reports having just completed the best year's business in the history of the firm and have plenty of orders still on hand. The White Packing Company, employing about 70 hands, have had a good year with bright prospects for the coming one. The Classic City Flour Mills are running night and day and exporting a large amount of their product. The Stratford Bridge Works are rushed with orders, but find a difficulty in obtaining bridge material. The Grand Trunk Railway shops, employing about 700 hands, are very busy, and are installing a complete electric light plant. All other industries, report having plenty of orders on hand, but no demand for any special class of labour is noticed.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons and carpenters report business as being

excellent for this time of the year. Plumbers are also reported as having plenty of work. Painters are rather slack.

*Metal, engineering and shipbuilding trades.*—Moulders are all busy. Machinists in the Grand Trunk shops are working nominally 54 hours per week, but many of the fitters in the erecting department are working overtime. The prevailing rates in this trade, throughout the city, are from 16 to 23 cents per hour. Blacksmiths and boilermakers are also busy, and are all employed. Horseshoers and jobbing shops report having a better month's business than any month during the year. Bicycle workers report their trade as very dull.

*Woodworking and furnishing trades.*—All men employed in this branch of industry have had a good month's work, many working overtime to get out goods for the Christmas trade. All report prospects good for the winter. Coopers are very busy, but only a few are employed here.

*Printing and allied trades.*—All branches of the printing business is rushed at present, and much overtime is being worked.

*Clothing trades.*—Journeymen tailors all report trade very brisk, with none out of work. Garment workers in both factories are very busy with their spring orders, which are already coming in in large quantities.

*Food and tobacco preparation.*—Bakers and confectioners are all rushed with work. Butchers and meat cutters report having done a fair month's business. Cigar-makers are very busy.

*Miscellaneous.*—Barbers, clerks and delivery employees all report trade as flourishing.

*Transport.*—All employed in the traffic department of the Grand Trunk Railway have made a good month's pay. Cab-drivers and draymen are fairly well employed.

*Unskilled labour.*—While none are out of work, there seems to be no demand for more men.

## LONDON, ONT., AND DISTRICT.

*Mr. Alex. Woonton, Correspondent*, reports as follows :—

## GENERAL CONDITION OF THE LABOUR MARKET.

The month of December has seen labour more fully employed and conditions better than for some years past. The Christmas trade was brisk, and the retail stores report business as exceptionally good. The year 1902 was a good one so far as the demand for labour was concerned, but this was offset to a certain extent by the increased cost of living. In the building trades a falling off in work has taken place, and a number of workers in this line have started on their winter holidays, although this is expected to be a better winter for them than usual. Over 200 building permits were taken out of the city engineer's office during the year. The fuel situation took a more serious turn the last few days of the month, and the city was unable to procure a supply of hard coal for relief purposes. Wood is also becoming scarce, especially as regards rough wood and knots, owing to so many box stoves being in use. One of the most favourable features connected with the labour market in this city during the past year was the total absence of a strike or lock-out of any kind.

## CONDITION OF LOCAL INDUSTRIES.

Railroads in this district are very busy, and quite a number of new men are being engaged as firemen, brakemen, &c. The rolling stock is being overtaxed, and considerable delay is being experienced in the movement of freight of all kinds, owing to the shortage of cars and engines.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—The Building Trades Council has elected as officers William Burleigh, 206 Adelaide St., President; and James Dunn, 665 Princess Ave., Secretary. Bricklayers and masons lost about two weeks in December, but conditions are expected to be better with them this winter than usual, as the large addition to Perin's biscuit factory, which will take 1,000,000 bricks, will be pushed through. Car-

penters and joiners have slackened off to some extent, and a number of them are idle. Lathers and plasterers are rushed, and expect to be so for some time. Painters and decorators are very slack and a large number idle, with indications of not much doing until spring. Plumbers and gasfitters are all working. The following are the officers elected by the plumbers' union:—William Buller, Partridge St., President; Geo. Stinson, Elizabeth St., Secretary. Building labourers are mostly all working, and the outlook is better than usual for the winter months.

*Metal and engineering trades.*—Moulders are all busy. At McClary's they did not work from Christmas to New Year on account of repairs being made to the cupola. Machinists report trade as good. Electrical workers have been very busy. They have just finished two big jobs, the wiring of the Grand Trunk Railway car shops and of McCormick's biscuit works. Metal polishers, buffers, platers, brass workers, stove mounters and boilermakers report trade as good, with no idle men. Sheet metal and enamel workers are all employed, with business fair. Bolt and hinge workers are very busy, and some overtime is being put in.

*Woodworking and furnishing trades.*—Cigar box makers were busy early in the month and were working overtime, but slackened off towards the latter part. Carriage and wagon workers report trade as good. Car builders are busy, but they are working only 48 hours per week until the electric lights are ready for use. Coopers continue very busy and are working overtime.

*Printing and allied trades.*—Printers and pressmen continue to be exceptionally busy, and are working on an average three nights overtime per week.

*Clothing Trades.*—Tailors report trade as having slackened off. Garment workers have been unable to take stock, as usual during the Christmas holidays, owing to the rush of work. Boot and shoe workers continue to be well employed.

*Food and tobacco preparation.*—Bakers and confectioners have had a tremendous rush for the Christmas trade. At the biscuit and candy factories they worked overtime every night except Wednesday. Brewery workers are slack and a number of men have been laid off. The union has elected the following officers:—S. Woods, 168 Wharncliffe Rd., President; William Stone, 952 Wellington St., Secretary. Cigarmakers report trade as good, although very little work is done by them during Christmas holidays. They have now 221 members.

*Leather trades.*—Saddlers are rushed with work.

*Miscellaneous.*—Broom-makers report trade as fair. Theatrical employees have elected C. Efner, 267 Dundas St., President, and F. Gruber, 245 Talbot St., Secretary.

*Transport.*—Delivery employees have been exceptionally busy, owing to the Christmas rush. The Railroad Teamsters' Union has been reorganized with 27 members. William Michael has been elected President, and William Burleigh, 206 Adelaide St., Secretary.

## ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has experienced the usual change attributable to weather conditions, but labour is comparatively well employed, exceptional activity prevailing in railway traffic, while in other lines, such as general outdoor building and municipal work, there is very little movement, and consequently some idle men in these departments. The broom, brush and woodenware factory, is somewhat handicapped for want of sufficient labour, and factory workers are in keen demand. Merchants report a fairly good Christmas trade. A new industry has been added to the city in the removal of the Sutherland-Innes Company from Chatham. The company will establish a saw-mill and a stave and hoop fac-

tory, and agree to employ from 35 to 50, which number will be increased to 70 or 80 during part of the year. The company is granted a free site for five years, exemption from taxation, excepting school tax and water at cost. A first survey of the proposed extension of the Lake Erie and Detroit River Railway from St. Thomas to Buffalo, has been completed, and much interest is being felt in the question as to whether the road will be extended. It is alleged that the Père Marquette Railway Company, of Michigan, has secured control of the Lake Erie road.

### CONDITION OF LOCAL INDUSTRIES.

A noteworthy feature of local industries is the steadiness manifested in manufacturing, though little change in volume of product is experienced.

The *Wabash Railway Company* reports traffic as exceedingly brisk west of the Detroit river, but so far the Canadian division has been able to handle all the business handed to it. The superintendent states that it is impossible to get locomotives in the United States fast enough. The company intends introducing the larger engines of the Atlantic type as soon as the bridges are rebuilt. This is being done as fast as possible.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers have completed the season's work and only a few small jobs are in course of construction. Carpenters are partially employed on inside work. Plumbers report being fairly well employed, while for other lines work is intermittent.

*Metal and engineering trades.*—Iron moulders, boilermakers and machinists are steadily employed, 9 hours per day prevailing in the Michigan Central shops.

*Woodworking and furnishing trades.*—Car builders and planing mill hands are working 9 hours per day generally. Bending and wood turning factory hands are steadily employed, working 10 hours per day. Coopers on flour barrels are busy.

*Printing and allied trades.*—Printers report having had a very busy month.

*Clothing trades.*—Journeyman tailors report a very steady month's trade.

*Food and tobacco preparation.*—Bakers and confectioners report a satisfactory trade, rather increased in some lines over last year. Cigarmakers report a continuance of steady trade.

*Miscellaneous.*—Broom-makers are very busy, owing to being so short of help.

*Transport.*—Railway train crews are making overtime. The street railway, which is now run by the municipality, reports an increase over the record of the company's management for the corresponding season.

*Unskilled labour.*—Unskilled labour is in easy demand.

#### CHATHAM, ONT., AND DISTRICT.

*Mr. John Snell, Correspondent,* reports as follows :—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The past month has shown a falling off in some branches of industry, especially in the building trades. This is usual at this season of the year owing to climatic conditions, bad weather interfering with outdoor employment. Most of the new buildings are now finished and there is but little work for men in this trade. Street paving and all outside civic work is suspended for the winter. No new industries have been started during the month. Traffic on the railroads is exceptionally heavy, both passenger and freight. Wholesale and retail business is also very active. There has been no change in the rate of wages to note, and no strikes or lock-outs have taken place.

##### CONDITION OF LOCAL INDUSTRIES.

*Farming operations* are about over for the season, farmers being busy marketing their grain, beans, hogs, &c.

*Manufacturing* is fairly active in some industries, especially the manufacturing of sleighs and cutters.

The *Canadian Pacific Railway and Grand Trunk Railway Companies* are employing a number of men relaying tracks and changing switches in their respective yards.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons, carpenters, lathers and plasterers, report work as somewhat slack. Plumbers and stonecutters are fairly well employed. Builders' labourers have but little work.

*Metal, engineering and shipbuilding trades.*—Workmen are all fairly well employed. Blacksmiths and horseshoers have plenty of work.

*Woodworking and furnishing trades.*—Woodworkers, carriage and wagonmakers, pattern-makers and coopers report work fairly good during the month.

*Printing and allied trades.*—Printers, pressmen and bookbinders have plenty of work, and trade is somewhat better than at this time last year.

*Clothing trades.*—Journeyman tailors have all the work they can do, with the prospect of continuing busy the next month.

*Miscellaneous.*—Barbers, clerks, stenographers and delivery employees have plenty to do.

*Transport.*—Men in these branches have all the work they can do; many are working overtime owing to the heavy traffic on the railroads at this time of the year.

*Unskilled labour.*—Unskilled labour is not much in demand, many labourers being out of employment.

##### DISTRICT NOTES.

The sugar beet factories at *Dresden* and *Wallaceburg* are running with a large force of men and are turning out large quantities of very superior grade of sugar.

#### WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent,* reports as follows :—

## GENERAL CONDITION OF THE LABOUR MARKET.

During the month the labour market has continued in the healthy condition reported for November. All classes of work people are steadily employed and wages are good. It has been one of the most prosperous years this city has ever seen. There was between \$350,000 and \$400,000 worth of building done here this year, and about the same amount in Walkerville and Sandwich. This has kept business good all summer. In the indoor trades business continues exceptionally brisk, and in some cases it is impossible to turn out the work in the time required. The Windsor Salt Company is behind with orders on account of not being able to get men to do the work. The wholesale and retail merchants report the largest Christmas trade they have ever had. There were no changes in the rates of wages reported, and there have been no strikes or lock-outs in this district during this month.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are all busy. Contracts have been signed for a number of additional buildings, and the contractors are getting ready to start on them. A contract has been let to build a power house for the new electric railway to Amherstburg. This will be built at once. Bricklayers have lost no time except a couple of days through bad weather. Carpenters are all engaged and report lots of work. Lathers and plasterers are very busy. Painters and decorators are a little slack just at present but expect to have plenty of work by the new year. Builders' labourers are fully employed. The carpenters held their last meeting of the year on December 22 and closed the year with 115 members in good standing, and elected new officers for the new year, as follows:—President, Thomas Thorn; Secretary, John Smith.

*Metal and engineering trades.*—Gas and steamfitters are very busy and some shops are working overtime. Machinists and electrical workers are rushed with work. Blacksmiths, tinsmiths and sheet metal

workers have been very busy during the month.

*Woodworking and furnishing trades.*—All hands engaged in these trades are well employed. Carriage and wagonmakers are very busy.

*Printers and allied trades.*—Printers report having had a good month, with none out of work.

*Clothing trades.*—Journeymen tailors are working overtime to keep up with demand.

*Food and tobacco preparation.*—Bakers and confectioners have had extra help getting ready for the Christmas trade. Butchers have done a splendid month's business.

*Miscellaneous.*—Barbers report trade as being good. Clerks and delivery employees have been rushed with the Christmas trade.

*Transport.*—Railroad employment is very brisk; train crews are making from 35 to 40 days a month on account of special freights.

*Unskilled labour.*—Unskilled labour is in demand and contractors are getting labourers from over the river to do the work, with wages from \$1.75 to \$2 per 9 hours.

## DISTRICT NOTES.

*Walkerville.*—All industries are in a flourishing condition and manufacturers have no hesitation in saying that the past season has been one of unprecedented prosperity. All factories have been able to keep their full force of men at work, and some are away behind with their orders. The bridge works have two gangs of men on and are running night and day.

## WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The uniformly good conditions experienced during the entire year just closed still prevail, and the prospects for their continuance are even better than at the same time last year. The labourer of any degree of

skill or experience can find abundant employment at a time when in other years many have had to avail themselves of public charity.

The year 1902 will easily take rank as the best year the workman in Manitoba has had. His benefits have not accrued through any great advance in the rate of pay but rather through steadier employment. His wages cannot be said to have advanced in a greater ratio than the cost of living. Many contend that the prevailing rates are less in proportion to the cost of living than they were two years ago, but will admit that the gross earnings of individual workmen, on account of steadier work, are greater than they have been for some years. This condition of affairs is not confined to workmen. All classes have shared in the exceptional prosperity of the year. The banks report an unprecedented increase in business and the transportation facilities have proved greatly inadequate to the needs of the community.

The month of December was entirely free from any labour disturbances. It is understood that the United Brotherhood of Railroad Employees is negotiating with the Canadian Northern Railroad with good prospects for a settlement.

In the November issue it was reported that bricklayers had been paid as high as 75 cents per hour. This is denied by members of the Bricklayers' Union. Further inquiry elicits the information that a higher rate was offered, but its payment was prevented by the action of the Builders' Exchange, and no positive information can be obtained as to any bricklayer receiving more than the rate fixed by arbitration between the men and the Builders' Exchange.

#### CONDITION OF LOCAL INDUSTRIES.

Railroad repair shops are running to their full capacity with both night and day staffs. Even by doing this the companies are unable to keep up their rolling stock to a workable condition.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—With the exception of carpenters and kindred trades, who can work indoors, nothing is being done in the building trades.

*Metal and engineering trades.*—Machinists and moulders are all very busy and the indications are that they will continue to be so.

*Woodworking and furnishing trades.*—Woodworking and furnishing trades continue to be active.

*Printing and allied trades.*—These continue to be very good. Negotiations are pending, at the instance of the printers' union, for a rearrangement of the scale providing for various advances.

*Clothing trades.*—For this particular season of the year the clothing trades are active and are gradually assuming larger proportions. One factory has installed an electric cutting machine which materially lessens the labour cost of such an operation. The management of the factory, however, state that, with the increase of business, it will not be necessary for them to reduce their staff.

*Food and tobacco preparation.*—Food and tobacco preparation industries have been exceedingly busy during December, more so than in any previous year. As indicating the increase in the cigar-making industry in Winnipeg during the past two years, it might be pointed out that about three years ago twenty competent cigarmakers could meet all demands and the union at that time had only some 14 or 15 members. At the present time the union has about 60 members, and for really competent hands there is still a demand.

*Miscellaneous.*—Perhaps the greatest demand at the present time is for really competent help for offices and in mercantile pursuits. Business men, when they find themselves unable to keep pace with their rapidly expanding businesses, have not the time to devote to teaching and training of

the inexperienced. Such are regarded more of a drawback than a help, and are numerous. Really competent stenographers will find employment.

*Transport.*—Competent and experienced men in transportation are in demand.

## BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of the building trade employment is very good at present. Carpenters and joiners are quite as busy as they were last month. Planing mills and machine shops are a little slack. Marble works and the felt factory are working short time. The new flour mills have put in an electric motor in the elevator, and it seems to give as good satisfaction as steam-power. The mill has started work with a full staff of men. Machinists and boiler-makers, especially those engaged in railway work, are very busy and working overtime. Transportation companies are doing a very heavy trade in all kinds of merchandise. Wholesale and retail merchants report Christmas trade fairly good. There have been no changes in rates of wages and there is no unrest in the labour market.

### CONDITION OF LOCAL INDUSTRIES.

*Threshing* is practically over throughout the district and farmers have taken advantage of the fine weather to haul in their grain to the elevators before the close of navigation. It is reported that nearly one-half of the crop has been marketed. Although at present the elevators are full, and the farmers complain that they cannot secure cars fast enough to move the crop, the transportation companies claim that they are doing their best to relieve the situation. It is estimated that the total crop area in Manitoba next year will aggregate 2,250,000 acres, which is something over 210,000 acres more than was under crop last year. According to the latest crop bulletin 730,000 acres have already been prepared for next year's crop.

*Railroad construction* is closed for the winter, with the exception of two construction gangs, which will be engaged all the winter in bridge building, and which will give employment to a large number of men. In all other departments of railway work there is great activity.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are idle. Carpenters, lathers and plasterers are busy. Painters, decorators and paperhangers report trade slack. Plumbers are busy. Steamfitters are very busy. Stonecutters are a little slack.

*Metal, engineering and shipbuilding trades.*—Machinists and engineers report trade good. Blacksmiths are dull. Jewellers and watch case makers report trade very good.

*Woodworking and furnishing trades.*—Trade is very good with varnishers and polishers.

*Printing and allied trades.*—Printers report trade very good.

*Clothing trades.*—With journeymen tailors trade is good, with openings for some men.

*Food and tobacco preparation.*—Bakers and confectioners report trade exceptionally good. With cigarmakers and tobacco workers business is brisk.

*Miscellaneous.*—Clerks and stenographers are steadily employed but there are no openings. Delivery employees are doing a good business. Steam and hand laundries are doing a good business.

*Transport.*—Men engaged in this line of trade have all the work they can do. A large number of railway engineers and firemen have been brought out here from the east, as the old staff were unable to do the work without assistance.

*Unskilled labour.*—There are very few idle men to be found in the city; a large number of men have found employment on railroads.

## DISTRICT NOTES.

Probably one of the best indexes to the prosperity of the farmers of Manitoba is the purchase of machinery. This necessity, however, has to a great extent hampered many farmers, who were unable, on account of light crops and the expense of opening large farms, to secure the machinery they needed. The sales of machinery this year indicate that they are in a prosperous condition. It is estimated by the largest implement firms, doing business in the west, that this year's sales far exceed those of the previous year. A careful estimate places the number of binders sold by the different firms in Manitoba at between five and six thousand, and the sale of other classes of implements is in the same proportion.

## ROSSLAND, B.C., AND DISTRICT.

*Mr. Roland A. Laird, Correspondent*, reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The central sections of the Kootenays districts of British Columbia, have this year passed through one of the most trying periods in the history of the country. Various contingencies—the slump in lead and the semi-paralysis of the lead-mining industry arising from this and other causes, the disaster at Fernie and the unfortunate labour troubles following the catastrophe, the suspension of building operations in the cities and the cessation of ore shipments in various camps, through shortage of coke supplies at the various smelters, with numerous other equally serious interruptions to industry—have combined to considerably reduce the working forces of the country. There has been little or no suffering or actual want as the outcome of these conditions, for the workingmen of the west are quick to grasp situations and when the local demand for labour falls off speedily depart for other fields.

In view of the difficulties encountered in 1902, accordingly it is gratifying to look forward to the prospects for the incoming

year. From every part of the country comes the report that the spring of 1903 will see an important awakening in the various industries that contribute to the prosperity of the principal communities. In the case of the East Kootenay district, which is rich in lumber and minerals, conditions have been somewhat brisker than in other sections during the past year. The lumber industry of the district has assumed immense proportions. East Kootenay has at its doors the great North-west Territories rapidly filling up with settlers, all of whom are using lumber for dwellings and buildings. The demand for lumber from this source now maintains twenty-two saw-mills in East Kootenay, running night and day, without being able to supply the orders that are piling up daily. Within a radius of ten miles about the town of Moyie it is asserted that 300 men are employed in the lumbering industry, and this is only one corner of the territory, where the timber resources of East Kootenay are being exploited. It is claimed for Moyie that before the end of the present winter there will be more than 700 men employed in the radius specified. Formerly the town existed on the pay-roll of the St. Eugène mine, a lead property that has been closed down for some months as the result of the slump in lead, but now the town enjoys greater prosperity from the lumber industry. The same may be said of Cranbrook and other towns in the district.

The metalliferous miners of the Kootenays receive the highest wages paid to any class of workmen there, the minimum for unskilled labour employed underground being \$2.50 per diem, while in outside camps the minimum is \$3 per diem. Increased shipments of ores to Kootenays smelters would result in larger crews at these reduction works, and the beneficial results would penetrate far into the interior economy of the country.

In the Rossland camp, important results will attend the solution of the problem of concentrating the refractory ores of the camp. At least one mill has been guaran-

teed, and others will follow as concentration brings within the zone of profit-producing products the ores of half a dozen mines now closed down. The building trades will profit substantially by this. It is also practically decided that one large mining company will erect a smelter to treat its ores on the pyritic system, and this means more work for the building trades. With these announcements from mine managements, citizens are preparing to prosecute building operations in the residential districts. One local real estate syndicate, for instance, announces that it has prepared provisional plans to improve an addition to the town site by the erection of thirty cottages at a cost of \$450 each.

In the boundary country, the Granby Smelting Company has stated that its already large smelter is to be substantially increased in capacity. Other boundary smelters have announced similar undertakings, and some are already proceeding with extensions, so that the outlook is encouraging in that district.

#### NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market remains unchanged, with unskilled labour in fair demand. In the building trades the demand is not great, owing to the unsettled state of the weather. In retail trade circles a general activity prevails. A company has been formed and a site procured to carry on an extensive business in the curing of salmon, halibut and other fish. The company will erect a cold storage plant, costing at least \$20,000, besides other buildings. Several real estate sales have been made. A large hotel is to be erected. One of the largest business blocks in this city, consisting of four stores, was destroyed by fire during the month; loss, \$60,000. Work was at once started to replace the buildings. The strike of the telephone employees is settled, after lasting 15 days.

##### CONDITION OF LOCAL INDUSTRIES.

There is very little *fishing* being carried on at present. Preparations will soon be in order, however, for the spring fishing season. A large amount of frozen salmon, and other frozen fish, being shipped east.

Some of the saw mills are closing down, owing to a scarcity of logs and shingle bolts. A good demand is still felt for shingles.

The Schaaque Machine Company has shipped to the Kootenay a large order of shingle machinery, consisting of log jacks, drag and saw-mill bolters, log dogs, and a number of other pieces of improved machinery. Orders for this class of machinery have been coming in rapidly, and the employees are kept busy getting them out on contract time.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report work fair, unsettled weather interfering with outdoor work. Carpenters report work not very brisk, but with very few idle. With painters, considering the season of the year, work is fair. Plumbers and steamfitters report work plentiful with good prospects, a large number of new heating apparatus being installed.

*Metal, engineering and shipbuilding trades.*—Iron moulders are all working full time, with orders ahead. Machinists and blacksmiths report work good, with good prospects for a busy spring, that being the time for canning work.

*Woodworking and furnishing trades.*—String weavers, where bolts are obtainable, are working full time.

*Printing and allied trades.*—Printers report work plentiful, all men here being fully employed.

*Transport.*—The volume of trade to and from this port continues heavy, and almost every steamboat arriving and departing carries a full cargo of farm products or general merchandise.

## VANCOUVER, B.C., AND DISTRICT.

*Mr. Geo. Bartley, Correspondent*, reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions are fair, but not so good as in November. The wages for common labour in saw and shingle mills average from \$1 to \$1.50 per day. Japanese do this work. Labourers of the semi-skilled class, such as mixers, scaffold hands and hod-carriers, receive \$2.50. Carpenters average \$3, machinists, \$2.75, builders' labourers, \$2. These trades average about twelve days a month during four months in winter, and do not average much more than twenty days at any time. This applies also in most cases to carpenters, bricklayers, stone cutters, masons and plasterers. There are plenty of men on the ground. Commercial activity has been good in wholesale circles. The retail trade in staples and novelties for Christmas and New Year's has been good in the city but slow in outside districts. The telephone strike has ended and the following is the agreement arrived at:—

All electrical workers—excepting chief inspector, general foreman, chief day and chief night operators—shall be members in good standing of local No. 213, of the International Brotherhood of Electrical Workers. Any employee who may be appointed on any committee to interview the officers or directors of the company shall not be discriminated against by them in any way whatever. Members of the union shall not be discriminated against by the company. The company agrees (competence being equal) to employ members of the union in preference to those who are not members of the union, but in case a workman, from some place outside of Vancouver and New Westminster, where no union exists, should apply for a situation, and there are no members of the union to fill such vacancy, then the union agrees to raise no objection to the non-union applicant being employed, provided such person makes application to join the union. In case of trouble between the company and the union, or members thereof, the company agrees that it will not in any way interfere with the members of the union getting employment elsewhere.

A day shall consist of eight hours. Time and a half will be paid for all overtime up to 10 p.m., and double time for overtime after 10 p.m., and double time for all legal holidays and Sundays, except that one member shall be in attendance each Sunday to attend to any work which may occur. The order in which employees to attend on each Sunday is to be arranged. The time of employees shall be reckoned from the time they report at the store room.

The number of apprentices shall be limited to one apprentice to every two repairers. No apprentices shall install telephones.

Employees shall be paid by the month. The employees of Vancouver and New Westminster shall be paid an increase in salary of \$5 a month, taking effect immediately. All work to be paid at the overtime rate if done after the close of the eight-hour day.

Eight hours shall constitute a working day, and operators shall work on Sunday as the business of the office requires. The following rates of wages shall be paid:—Each operator when taken on shall work 10 days on probation to learn the business of operating, at the end of which time if her progress is satisfactory to the company, the following regular scale of wages will be paid: For the first six months, \$20 a month; second six months, \$22.50; third six months, \$25; fourth six months, \$27.50; fifth six months and thereafter, \$30. Long distance operators and assistant chiefs—first year, \$32.50; second year, and thereafter, \$35; assistant and night chief—first year, \$27.50; second year and thereafter, \$30, an immediate advance of \$2.50 a month to be allowed all operators who have been six months in receipt of their present salary, with increases thereafter according to the above schedule every six months. Spare operators shall be paid 12½ cents an hour. Operators working between the hours of 6 and 11 o'clock p.m. shall have the privilege of changing hours of duty every two weeks. Any operator being off duty not more than three days in one month on account of sickness shall have no reduction in salary. Operators shall have every sixth Saturday a half holiday. Every switch board with over 80 subscribers shall have an operator in charge between 9 to 12 a.m. and 1 to 5 p.m., and on Saturdays between 9 a.m. and 1 p.m.

Linemen shall be paid \$3 a day. Assistant foremen shall receive \$3.25 a day. Eight hours shall constitute a day's work from 8 a.m. to 5 p.m., one hour being given at noon for luncheon. No groundman shall be allowed to climb the telephone poles without permission from the union, unless the supply of linemen are short. All employees shall be reinstated in their previous positions. All operators in New Westminster shall receive an advance of \$2.50 a month.

A grievance committee shall be appointed by the union, which shall be recognized by the company, and all grievances shall be dealt with by the committee.

The agreement shall stand for one year, after which one month's notice shall be given if any alteration is desired by either parties.

The agreement was signed on December 15, 1902, by W. Farrell, managing director of the New Westminster and Burrard Inlet Telephone Company, Limited; George Cowling, president local No. 213, I.B.E.W.; A. R. Howard, secretary.

The following are among the rules and rates which have been agreed to between the Canadian Pacific Railway, Pacific Division, and its carmen for one year:—

Article 1. The regular shop hours shall be from 7 o'clock to 18 o'clock the first five days of the week, with one hour for dinner between 12 o'clock and 13 o'clock, and on the sixth day the hours shall be from 7 o'clock to 17 o'clock from October 1 to April 1, with the usual dinner hour;

from April 1 to October 1 on the sixth day the hours shall be from 7 o'clock to 12 o'clock.

Time and one-half will be paid for working after the above hours, and if shopmen work on Sundays or Dominion holidays they shall be paid overtime rates. All computation of time shall be by the hour.

Article 2. The rates of pay will be as follows, and shall not be changed without thirty days' notice being given, Vancouver to Laggan inclusive:—

	Minimum per hour.
Leading coach carpenter....	30c
Carpenters, bench and coachmen....	28c
Leading freight carpenter....	28c
Freight car inspectors....	25c
Leading machine hand....	30c
Wood machine hand....	24c
Leading pattern maker....	32c
Pattern makers....	30c
Car inspectors in charge of men....	25c
Car inspectors....	22c
Leading car repairer....	26c
Car repairers and oilers....	21c
Lamp cleaners....	19c
Air brake testers and cleaners....	22c
Leading tinsmith....	30c
Tinsmiths....	28c
Pipe fitters....	28c
Foreman painter....	30c
Painters (coach)....	28c
Painter (freight)....	22c

All men hereafter employed will be paid two cents below the above rates.

Those employed as car repairers will be given three months to qualify for maximum rate. Other mechanics governed by this schedule will be given one month.

South of Arrowhead one cent increase on above rates.

Article 3. Wrecking crews will be paid straight time while travelling to and from wrecks and time and one-half while working at wrecks, no time to be allowed when laid up for rest.

Article 4. When men are sent out on the road to work or relieve men, they will be allowed full time when travelling and overtime, if worked, and 75 cents per day for board for every day they are absent from their regular station.

Article 5. Any boy hereafter engaging himself to learn the trade of a carpenter, pipefitter, or tinsmith, must serve not less than five years and must not be less than 16 or over 18 years of age; all applicants must be able to read and write and know the first four rules of arithmetic.

Article 6. The apprentice who, after having served one year if in the opinion of the foreman shows no aptitude for acquiring the trade, shall be transferred or dismissed and all obligations accepted by the company will of necessity be forfeited.

Article 7. It shall be the duty of foreman and others in authority to advance apprentices as far as possible in all parts of the trade, especially during the last two years of their time.

Article 8. That when reductions in staff are necessary, men who have others dependent upon them shall be given preference of employment, seniority and proficiency to govern. All right to promotion shall be governed according to merit, ability and seniority. The man longest in the service shall be given preference provided he is a competent man.

Article 9. The company shall not discriminate in any way against any employee who may from time to time represent any of his fellow work-

men on a committee, and will be granted leave of absence and transportation to discuss any grievance they may have, but the leave of absence must be confined to once in a year and during the months of May, June and July.

Article 10. Employees who feel that they are being unfairly dealt with may appeal from the foreman to the master mechanic.

Article 11. Men leaving the service shall be granted clearance papers without delay when asked for.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Plumbers have plenty of work.

*Metal, engineering and shipbuilding trades.*—On and after January 1, 1903, the nine-hour day will be enforced by moulders. The hours worked will be from 7 a.m. to 5 p.m., with one hour off at noon for five days a week, and on the Saturday the hours will be from 7 a.m. to 12 noon. The wages will be 35 cents an hour. The state of trade is fair. Electrical workers with jewellers trade was brisk, overtime being worked.

*Woodworking and furnishing trades.*—Shingle weavers report trade good.

*Printing and allied trades.*—Printers report trade fair. Newspaper work is good. The weekly *Ledger* will appear shortly as a daily (four pages).

*Miscellaneous.*—Barbers report work good, shaving on holidays being charged 25 cents; on regular days 15 cents. Laundry workers report plenty of work, with girls in demand. The holiday rush provided work for quite a number of extra clerks, but they were in many cases laid off on the 27th, and the supply now considerably exceeds the demand.

*Transport.*—Street railway employees report work fair. On the Canadian Pacific Railway work is good, but no extra hands are being engaged.

#### VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The year just closed has been a prosperous one for the wage earners of this city and district. Generally there has been a

good demand for labour, both skilled and unskilled, and in a number of branches wages have advanced. During the month of December trade was not up to the standard of the preceding months of the year, but may be said to be fair compared with previous month, and also with the corresponding month of last year, conditions are about the same. Merchants report a fair Christmas trade. A by-law authorizing the city council to issue debentures to the amount of \$200,000, to be used in extending the sewerage system was passed by the ratepayers on the 18th instant. Many of the logging camps on the west coast of the island have been closed down for the winter, and a large number of loggers are here in search of other employment. Sealing vessels are preparing to leave for the winter cruise. Hunters are in demand and are asking for an increase in pay. Last year they were paid \$3 per skin, this year they ask \$3.50. On November 29 five linemen employed on the local telephone system went out on strike in sympathy with their co-workers in Vancouver; while the electrical workers on the mainland have had their trouble satisfactorily settled, the local men are still out.

#### CONDITION OF LOCAL INDUSTRIES.

The year just closed has been a prosperous one in the *lumber trade*. Foreign shipments have been large and will net the province about a million dollars. A very important trade has been developed in the Canadian North-west, which is one of the biggest markets at present receiving lumber from British Columbia. Almost every important mill has been helping to supply this demand. The foreign business is confined to a few mills on the coast. Between January 1 and November 30 the mill at Chemainus shipped 21,500,000 feet of lumber, valued at \$274,150. Twenty-four vessels loaded at this mill, 10 for Australia, 7 for South America, 5 for South Africa and 2 for Great Britain.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—Lathers and plasterers are busy. Bricklayers, carpenters, stone-

cutters, plumbers and painters all report a scarcity of work.

*Metal, engineering and shipbuilding trades*.—In the different branches trade is not as active as it is usually at this season. Conditions are as follows:—For iron moulders, fair; machinists, blacksmiths, fair; boilermakers, dull; shipwrights and caulkers, fair. Eight hours a day is the rule with a corresponding reduction in pay.

*Printing and allied trades*.—Newspaper printers are fully employed; in the job rooms work is fair. Pressmen and bookbinders are all working.

*Clothing trades*.—Journeyman tailors have had a good month. Garment workers are busy. One firm reports orders enough ahead to keep the shop running to its full capacity for four months. This work was formerly done exclusively by Chinese; now employment is given to a large force of women, the prevailing rate of wages for competent machine hands being \$6 per week of 44 hours.

*Food and tobacco preparation*.—Bakers report trade fair. Butchers are busy. Cigarmakers have had an unusually good month.

*Miscellaneous*.—Barbers are fully employed. Clerks and delivery employees report a busy month.

*Transport*.—During the winter season there is always a surplus of steamboatmen, as a large percentage of those employed on the northern rivers reside here between the closing and opening of navigation. Street railway employees have constant work. Teamsters and expressmen report fair employment.

*Unskilled labour*.—There is a large surplus of unskilled labour on the market.

#### NANIAMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, Correspondent, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market in this district do not show much change since

last month, but there are indications of an improvement in the coal trade with the beginning of the new year. Logging still continues very active, as there is a large demand both at home and on the Sound for logs. In business circles there has been the usual busy time before the holidays, and the merchants report business as fair.

#### CONDITION OF LOCAL INDUSTRIES.

The local *fishermen* are busy with the herring catch, which is large at this time of the year.

In *lumbering*, trade still keeps good, especially in the woods and at the shingle mills.

In the quartz *mines* business is quiet. In the *coal mines*, although there is not much change, there being a lot of men idle, there is an improvement noticeable, owing to the fact that fuel oil is not proving as satisfactory as at first expected. This will mean an improved demand for coal. The principal coal company here has made a change in its management, which is expected will greatly improve its trade.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—In the building trades business is very dull, there being hardly

any work done. Painters and paperhangers also report business dull.

*Metal, engineering and shipbuilding trades*.—Blacksmiths and carriage-makers report work fair for the time of the year.

*Printing and allied trades*.—Printers report business as fair.

*Clothing trades*.—Tailors report business as not being very good.

*Food and tobacco preparation*.—Cigar-makers report business as fair.

*Miscellaneous*.—Merchants' employees report work good, it being their busy season.

*Transport*.—Teamsters report trade as nominal.

*Unskilled labour*.—There is very little work for unskilled labour at this time of the year.

#### DISTRICT NOTES.

In the district conditions are about the same as in the city. The smelter at *Lady-smith* has been blown in, and every thing is working satisfactorily.

## REVIEW OF LABOUR AND INDUSTRIAL CONDITIONS IN CANADA DURING 1902.

THE feature of 1902 that calls for immediate mention in any review of the industrial and labour chronology of the year in Canada, was undoubtedly the unexampled activity and prosperity which manifested itself, directly or indirectly, in almost every branch of trade and industry throughout the country. It is the purpose of the present article to point out, without extended reference to particulars, the leading features and effects of these conditions, and the more important developments by which the year was characterized in the general market for labour in the Dominion. The season itself was remarkable, both for the early opening of spring and

the late closing of autumn, and the influence of this extension of the period of activity was undoubtedly among the potent influences affecting industrial conditions during the year.

### Increases in Rates of Wages and Cost of Living.

From the standpoint of labour the most important feature accompanying this activity and prosperity was, in addition to the abundance of employment thereby guaranteed, the general rise in the rate of remuneration in all of the crafts, with scarcely an exception, in all sections of the Dominion, more especially in the larger

industrial centres of the central and eastern provinces. The movement in this direction had been pronounced in 1901, but it was not until the re-arrangement of wages scales in the spring and early summer months of the past year that its full proportions were attained. The closing weeks of May witnessed its culmination, the cities of Montreal and Toronto furnishing the largest number of instances.\* While, as above stated, nearly every trade was affected, the number of increases granted in the building and allied trades was especially noticeable. Moulders, pattern makers and metal workers as well succeeding in obtaining improved schedules on an extensive scale in various parts of the country, and unskilled labourers and longshoremen may also be mentioned as among those particularly affected. The action of the railways in granting increased wages in many branches of their service was also a leading feature of the industrial year. A gratifying characteristic of the movement, especially in view of its widespread nature, was the extent to which the changes in question were effected without serious friction between employers and employed, though a large percentage of the strikes of the year, especially in May and June, arose out of the difficulties in connection with the wages schedule. The progress of the movement, though on a reduced scale during the final six months of the year, was nevertheless marked, and no month passed without substantial increases being granted to labour in one section or other of the Dominion, railway employees having noticeably benefited in July and November. Various explanations of the causes of the movement were offered, the most common being the generally admitted increase during the last two years in the cost of living in Canada. The price of meats in particular advanced considerably during 1902, and rents also were the subject of a material increase. During the closing months of the year the

high price of fuel may also be mentioned as a circumstance affecting the cost of living during 1902. That board and lodging in the cities advanced considerably may be regarded as especially significant in this connection. The activity of trade and the unusually large scale on which industrial operations were projected during 1902, by increasing the demand for labour, also undoubtedly exercised a considerable influence in determining the amount of remuneration.

### The Coal Famine.

Second in importance only to this general activity and increased remuneration of labour and overshadowing any other single development of the year in its influence upon general economic, industrial and social conditions in Canada, was the strike of the miners in the anthracite regions of Pennsylvania. Although the immediate events of this great labour disturbance occurred beyond the boundaries of the Dominion, their effects have been scarcely less marked in Canada than if they had been peculiar to this country alone. This is explained very largely by the fact that although the Dominion possesses coal deposits of great extent and value, their geographical location in British Columbia and Nova Scotia leaves Ontario and Quebec, which are the leading coal-consuming provinces, almost wholly dependent upon the United States for their supply of anthracite and bituminous fuel. Owing to the space which has already been devoted to this subject in the *Labour Gazette*, no attempt will be made to again outline its characteristics.\* On the whole

\*The *Labour Gazette* for June, 1902, contained a detailed account of the increases reported to the department during the first five months of the year from every province of the Dominion.

\*In the November issue a complete analysis of the effects of the strike upon conditions throughout Canada was presented, the article being based on information derived from a special investigation undertaken by the department in which the subject was approached from a variety of points of view. The subject was continued in the December *Gazette*, in a review of the situation as affected by developments occurring during November. Special articles were also published on the question of native coal production and supply in Canada, coal prices, past and present, and reviews were given of the various events of the Pennsylvania strike and the negotiations which have followed its settlement.

it may be said that industry was not to any very considerable extent embarrassed in Canada by the strike, the anthracite product being used as domestic fuel almost wholly. From the latter standpoint, however, its consequences were very serious. Prior to the settlement of the strike prices of coal and other fuel reached a level all over the country never before experienced, and although some alleviation of the famine followed during the month of November, especially in Quebec and Manitoba, owing to the fact that access to these provinces was possible by water transportation which, in view of the near approach of the closing of the navigation season, was utilized to its utmost, reference to the article on another page of the present issue of the *Gazette* will show the general inconvenience, and in some localities actual distress, which were the feature of the situation during the closing weeks of the year. The transportation companies have been particularly affected by the issue, and the indirect effects of the strike upon other industries, such as the manufacture of peat, gas and other substitutes for coal, the demand for wood stoves, &c., have been far-reaching and varied.

### The Agricultural Industry.

With the above preliminary statement as to the general industrial and labour situation throughout Canada during 1902, in reference to its most salient features only, attention may be directed in more detail to the important developments of the season as they affected the several leading industries of the country. Beginning with the agricultural industry, the earliest feature calling for mention was, perhaps, the increased scale on which employment during January, February and March was afforded throughout western Canada by the marketing of the exceptionally heavy crops of the agricultural season of 1901. Though the spring opened early the backward weather which almost immediately followed did not admit of seeding, on the whole, at an earlier date than in 1901, and in many

localities it was a week or ten days later before the crops were fully planted. The continuance of the wet weather, moreover, throughout the summer was a characteristic which had many important results on the returns of the season. A uniform delay in the opening of harvesting operations may be mentioned as one of these. The scarcity of farm labour which caused so much inconvenience in the industry was noted as early as June, though it was not until harvest time that the full stringency of the situation was felt, Manitoba and the North-west Territories particularly suffering, though in Ontario as well the lack of men available for work on the farms was greater than ever before experienced, and had the effect of very materially raising the wages of farm labour as well as causing the discussion of various projects for the relief of the situation. In spite of the gravity of this aspect of the year's agricultural operations the characteristic feature was the unprecedented yield of products reported, with scarcely an exception, from all sections of the Dominion. In western Canada the crop returns have reached a total never before experienced, the reaction of which is evident in almost every branch of industry, not only in the particular region affected but in the other provinces as well. This brought with it an unusual demand upon the resources of the country for handling and marketing the grain, and created a transportation difficulty the solution of which was still at the end of the year one of the leading problems of the day. In Ontario, Quebec, and the maritime provinces likewise, the official crop bulletins report heavier yields than in many years, only those crops liable to damage from wet weather, such as corn, peas, &c., falling below the average. Fruit in Ontario and British Columbia was an exceptionally heavy crop, though reported a failure in the maritime provinces. The abundance of pasturage throughout the summer reacted favourably on the stock-raising and dairying branches of the industry, and both of these departments report an exceptionally prosperous year. Ex-

ports of Canadian cheese, via Montreal, being 2,109,171 boxes, valued at \$18,455,246, as against 1,791,613 boxes, valued at \$13,168,355, in 1901. The open weather which prevailed during the first three weeks of November allowed an exceptional amount of fall ploughing to be done, and in some sections delayed the process of marketing. On the whole it may be said that the year just closed was not only the most prosperous, yet recorded in the agricultural industry of Canada, but, by the evidence which it furnished as to the potential resources of the Canadian west, laid the foundations for developments in that section on a scale that make the immediate results of the year's operations of secondary importance.

### The Fishing Industry.

In the fishing industry a less satisfactory showing was presented. The Atlantic fisheries, on the whole, reported poor catches of mackerel, herring and halibut, except at intervals during the season, and in British Columbia returns in the salmon-fishing industry fell far below those of last year, there being in the neighbourhood only of 260,000 cases put up as against 990,000 cases in 1901. This is the smallest record since 1898. The fishermen, according to the sliding scale agreed upon at the commencement of the season, were paid at the rate of 16½ cents per fish. Sealing operations in the Pacific were also a comparative failure. The cohoe and dog-salmon season, however, showed an improvement over that of the other branches of the industry, the Oriental market for these products receiving an unusual amount of attention. The completion of the formation of the Fraser River Cannery Association, embracing the majority of the canneries of British Columbia, was an important announcement of the year, from which considerable economies in expenditure were anticipated. Lobster fishing of the Atlantic coast, which is second in importance only to salmon fishing in the fisheries of Canada, had a fair season and is expected to benefit by the establishment of three new hatcheries in

the Gulf of St. Lawrence by the Department of Marine and Fisheries. The subject of trap fishing on Vancouver Island, and the question of the control of fisheries, as between the federal and provincial authorities, were considerably discussed during the year, and the sittings of the special commission appointed by the Department of Marine and Fisheries to inquire into conditions in the fishing industry of British Columbia, the report of which is pending, was expected to throw much light on these debated problems. The proposition with regard to the Canada Fish Company to operate in Lake Nepigon, under a charter from the Ontario government, was also an important development of the year in this industry. On the great lakes, including Lakes Winnipeg and Manitoba, fair catches, especially of herring, in Lakes Ontario, Erie and Huron, were reported. A report of the Department of Marine and Fisheries, published 1902, showed that over 80,000 men were engaged during 1900 in the Canadian fishing industry, using boats, nets and other equipment to the aggregate value of \$10,990,125.

### The Lumbering Industry.

The early opening of the spring season caused some inconvenience to the lumbering industry of Canada, the various camps of Ontario, Quebec and New Brunswick not being wholly prepared to take advantage of the freshets, with the result that some difficulty was experienced in getting logs out of the woods and in importing the usual supply of provisions for the autumn's operations. The same circumstance, however, extended the season in the saw-milling industry by some weeks and thus increased the amount of general employment, in spite of the scarcity of logs reported from several points, during March and April. The continuance of high water in the rivers, owing to the prevailing rainy weather of the month of June, moreover, enabled the question of the supply of logs to be in the end satisfactorily arranged. The feature of the year in the lumbering industry, however, was the unprecedented

activity with which operations in the autumn were begun and the high wages of labour prevailing on account of the exceeding difficulty in obtaining men for the shanties. Accompanying this, prices, on account of the general steadiness of the demand for Canadian lumber both in the United States, Great Britain, and in the home market, have shown a marked tendency to stiffen. A feature also of the past autumn was the number of firms engaged in the manufacture of square timber and the expansion of trade in the partially manufactured product. The scarcity of labour referred to above, though general, was particularly noticeable in the square timber department, the men having left this occupation in large numbers a few years ago on the general decline in business, and being now engaged in other pursuits. In British Columbia the continuous activity of lumbering operations, and of the shingle and other mills employed in that connection, was one of the salient events of the industrial year, the development of the market in Manitoba and the North-west Territories being a leading cause of the improved conditions reported. The sawing of lumber in Manitoba was also on an increased scale during the year. Explorations undertaken during the year in Ontario and Manitoba, it may be mentioned, resulted in the discovery of large areas of valuable timber. The revised sanitary regulations imposed by the health authorities of Quebec and Ontario are another important development of 1902, which, it is hoped, have achieved the result of rendering the outbreak and spread of contagious diseases among the workers in those isolated communities a much less probable contingency than in previous years.

### The Mining Industry.

In mining the showing for the year was on the whole satisfactory. The impetus given to coal mining in Nova Scotia and throughout the North-west Territories by the scarcity of coal consequent upon the strike of Pennsylvania miners was very

pronounced, and reacted strongly upon employment in these branches of the industry during the final four months of the year. One of the principal effects of the strike, in fact, was the extent to which it directed attention to the resources of the Dominion in the matter of its native coal supply. The Crow's Nest Pass Coal Company also reported a year of exceptional activity. In the coast group of British Columbia coal mines, however, the continued use of fuel oil by railways and manufacturers in California, which constitutes the leading market for this product, caused a prevailing dulness. One of the most disastrous accidents in the history of coal mining in Canada was that which occurred at Fernie, B.C., on May 22, 1902, in which 126 lives were lost. In metalliferous mining, reports of the year were, on the whole, also satisfactory. The output of Ontario mines was on a markedly increased scale throughout the year, and in British Columbia the general mining situation was regarded as more hopeful than for some time past. The smelting industry in both the provinces named also reported prosperous conditions and increased production, the cessation of labour troubles in British Columbia being among the most favourable symptoms reported in that province during the year. Asbestos mining in Quebec had a good year, and a revival in mica mining is reported in the same province. Gold production in the Yukon showed a decrease as compared with 1901, but employment in mining in the Territory was, on the whole, on a scale not before equalled in its history, quartz mining being now inaugurated on an extensive scale. During the year important discoveries of coal oil were made in New Brunswick and in Ontario.

### Manufacturing.

Throughout the entire Dominion, but more particularly in Ontario, the year just closed was an exceptionally prosperous one for manufacturing concerns. The number of new manufacturing companies organized and incorporated, and of new factories and establishments erected, were unprece-

dently large, and the scale upon which many of these new enterprises were launched was particularly noticeable. Special reference may be made in this connection to the establishment of the Canadian Pacific Railway Company's new shops at Montreal, and of the Deering Company at Hamilton. The manufacture of commodities required in connection with harvesting, transportation, and the building trades, have been very active, but the general business prosperity and trade expansion reacted with few exceptions upon all branches of the industry. The inauguration of the manufacture of beet sugar in Ontario during the year calls for special notice, and the opening of the new power canal of the Clergue establishment at Sault Ste. Marie is also expected to be the forerunner of industrial developments on a large scale at that centre. Pulp manufacture has been extensive, and the flour-milling industry exceptionally prosperous. During the year the first steel rails ever manufactured in a Canadian mill were successfully run at Sault Ste. Marie. The impetus given to manufacturing in British Columbia may also be referred to in passing.

### Transportation.

The season of 1902 undoubtedly witnessed the most extensive development of business yet recorded by the transportation companies of Canada, the moving of the enormous grain crops, together with the pronounced extension of trade consequent upon the general prosperity of the country having reacted immediately on the industry. The bountiful western crop of 1901 contributed considerably to this activity during the opening months of the year. The effect of the coal strike in Pennsylvania, by concentrating within the closing weeks of 1902 a traffic usually extended over the entire summer and autumn seasons, added considerably to the demands made upon transportation facilities. Accordingly a pronounced and widespread car famine was a leading feature of the closing months of the industrial situation in Canada during 1902, the provinces of

Ontario and Manitoba and the North-west Territories being the fields most particularly affected, though the influence also extended to Nova Scotia and British Columbia, in spite of the late closing of navigation, which did considerable to relieve the situation. The activity of railway transportation was not unforeseen, and undoubtedly one of the most notable developments of the year in this connection was the extent to which improvements in rolling stock, motive power and general equipment have been carried out by the different companies, there being thousands of additional cars now in use, and the system of railway sidings, elevators, &c., being more efficient than ever before. Railway construction has also been a feature of the year, but the developments promised in this connection for the immediate future, especially in view of the projected extension of the Grand Trunk Railway to the Pacific, involving the construction of thousands of miles of roadbed and an expenditure during the next four years estimated at \$100,000,000, are undoubtedly on a scale never before recorded. In New Ontario, also, railway building on an extensive scale is promised for the ensuing season. In this connection mention should be made of the addition of \$20,000,000 to the capital stock of the Canadian Pacific Railway Company for the providing of additional locomotives, rolling stock, improvements to roadbed, &c., one result of which has been the beginning of the construction of new car shops in Montreal, with a capacity estimated at from 20,000 to 25,000 cars, and from 100 to 150 locomotives per annum, and affording employment to 7,000 workmen. The annual reports of transportation companies, accordingly, showed vast increases in volume of traffic, earnings and profits. In trans-Atlantic shipping much interest was aroused by the proposal, in view of the merger of American steamship lines, to establish a Canadian fast service, under a subsidy from the Dominion government, between this country and the United Kingdom. The announcement that the Canadian Pacific Railway Company would es-

establish and operate a trans-Atlantic service was also an important development of the closing months of the year. During the year very considerable improvements to the St. Lawrence route were carried out by the Dominion Department of Marine, and by the new system of lighting and signalling adopted, it is hoped that the channel to Montreal will be safe in future for vessels of the largest tonnage. The result of these various developments upon the labour market was very pronounced, both in the increased number of men employed and on wages and other conditions of labour. Water transportation, as above remarked, enjoyed a lengthened season, and was on a considerably increased scale over previous years, as the returns of the traffic passed through the Sault Ste. Marie canals, among other examples that might be quoted, satisfactorily demonstrated.

#### Activity in Particular Trades.

While the general prosperity of the year was felt in all branches of trade and industry, the early opening of spring and the late beginning of the winter season caused the year to be especially notable for activity in the building trades. Evidence of this is to be found, among other indications, in the increased numbers in which building permits were issued in Toronto, Montreal and Vancouver, and in nearly all the other leading Canadian cities. The metal and engineering trades also, in consequence largely of the demand in connection with the increasing of the facilities of the transportation companies, experienced a particularly active year, though, as above stated, abundance of employment was the normal condition of the labour market in the various trades throughout the Dominion, except in local and detached instances to which reference is impossible within the confines of the present article.

#### Foreign Trade of Canada.

The trade record of the year just past is of considerable interest in connection with any review of industrial conditions in view of the light shed which it reflects upon

general conditions throughout the country. In brief it may be said that the aggregate foreign trade of the Dominion during 1902 reached the highest level yet recorded, the total value of imports and exports for the fiscal year ended June 30, amounting to the unprecedented sum of \$414,517,358, or \$36,000,000 more than the trade of 1901, which in turn showed a material increase over 1900. To this statement it may be added that official returns from month to month of the final six months of the past year show an increase, which, if maintained until June 30, 1903, will again show an increase over 1902 all but equal to the gains recorded in 1901-2. Fuller particulars under this heading have been reported from month to month in the *Labour Gazette* and need not be repeated here.

#### Imperial Trade.

Similarly, a very noteworthy feature of 1902 was the extent to which trade with the other colonies of the British Empire received encouragement in Canada. Early in the year attention was directed to the prospect of establishing trade relations on an increased scale of importance between the Dominion and Jamaica and other British West India islands. The inauguration in the autumn, however, of a direct line of steamers, under government supervision, between Canada and South Africa, coupled with the favourable reports received from Canadian government agents stationed in the latter was, perhaps, the most important development of the year in this connection, and, although at the end of the year only a few cargoes had been interchanged, it is expected that far-reaching results will ensue on the trade relations of the two countries. Prospects of an increasing trade with Australia also considerably brightened during the year, and the establishment of a direct steamship line between Canada and the commonwealth, via the Cape of Good Hope, was promised contingent upon the success of the South African line. The trade between Australia and British Columbia ports also showed a tendency to im-

prove. Reports of the Board of Trade of Great Britain, received at various times during the autumn, show a large increase in Anglo-Canadian trade, to which an additional stimulus will be imparted by the establishment of the fast freight line of steamships mentioned under a previous heading.

### Domestic Trade.

The domestic trade of Canada during 1902 presented a most favourable showing. A feature of the opening months of the year was the absence of the usually pronounced reaction from the Christmas trade of the previous season. The prevailing cool weather during the ensuing spring and summer months affected sales of summer dry-goods and the open weather of the autumn similarly delayed the sale of woollens. Ordinary staples, however, were in active demand throughout the year, and the effects of the bountiful harvest and the general prosperity of industry were most pronounced upon the domestic trade of the country. The record of business failures, accordingly, for the year was low, especially from the standpoint of numbers. A pronounced money stringency during the autumn months, chiefly owing to the unusually large amount of currency necessary for moving the crops, caused a widespread depression in securities, though no lasting ill-effects were at the end of the year anticipated. The volume of business transacted by Canadian banks in this connection during 1902 was especially noteworthy, the annual statements of the banks, without exception, reporting an exceedingly prosperous year. At no former period in the history of the country have the banks held so much money on deposit, possessed more valuable assets, a better proportion of reserve to capital, or been able to report a more satisfactory year's transactions, the note circulation being, in most cases, taxed to its utmost capacity. Additions to capital have been general and a number of new banks have been inaugurated. As a general index of the present position of the Canadian banks it may be stated that the

average price of shares of Dominion banks since 1897 has increased, on an average, at the rate of about eight points per annum.

### Trade with the Yukon.

A significant feature of the Canadian trade record of 1902 is the extent to which control was secured of the Yukon market by Canadian business firms. Thus, while in 1898 only ten per cent of the Yukon trade was Canadian the proportion had grown to 67 per cent for the year ended June, 1902. By the Skagway, White Horse and Upper Yukon routes in particular the amount of Canadian goods shipped during the year compared favourably with foreign goods. Of a total trade of \$55,000,000 during the fiscal year ended June 30, 1902, Canada supplied \$37,000,000. An increase in the value of cattle shipments from Vancouver in this connection was of special importance. An indication of the interest taken in older Canada in the Yukon market was afforded by the number of reports prepared and published during the past season from special commissioners appointed both by the departments of the government and by different trade and industrial organizations throughout the country, in which the various characteristics of the market are discussed in detail.

### Dominion Revenue.

As a further illustration of the prosperity of the country, brief reference may be made to the increased returns derived during 1902 from customs and other sources of Dominion revenues. For the financial year 1901-2 the increase in ordinary revenue was in the neighbourhood of \$5,500,000. There was an increase also of over \$2,000,000 in capital expenditure on public works and railways and canals, which, with the expenditure of nearly \$800,000 for iron and steel bounties, were the leading features of the year under this account. Provincial revenues also showed a uniform buoyancy. Receipts on revenue account during the six months of the current year, ending December 31, showed also, on the

whole, a steady continuation of the upward tendency.

### The Immigration Movement.

Judging of the development of the Dominion during 1902 by the standard afforded by the immigration returns of the year, it will be seen that from this point of view the season just closed has been in many respects the most remarkable in the history of the country. The influx of immigrants from European ports commenced fully two months earlier than in 1901, and the proportions of the movement from the outset may be estimated from the fact that inquiries at the Canadian office in London during the spring months were double those of 1901. The same expansion was continued throughout the season, Canadian railway companies reporting that they had never before handled as large a body of immigrants within a similar period of time, and considerable embarrassment being caused to the public authorities engaged in handling the traffic. An even more important characteristic of the year's immigration movement was, perhaps, the influx of American settlers from the north-western states into the Canadian west. These constituted an especially desirable class of immigrants, being composed, for the most part, of well-to-do farmers taking up large sections of land. According to official returns, the volume of immigration for the fiscal year ended June 30, was fully 67,000 as against 49,149 last year. This, however, affords an illustration only of the increased scale of immigration during the first six months of the year, whereas during the summer and autumn months an equal, if not a greater, rate of progress was maintained. With the record of the best agricultural season in the history of the Canadian west a continuance of this movement during 1903 was confidently anticipated at the end of the year. In this connection it may be stated that on September 8 the law giving power to government immigration agents to prevent the landing of foreigners infected with contagious or loathsome diseases went into effect, and that the revenue

from Chinese immigration for the year ended June 30 was \$364,972, the number who paid the tax being 3,525 as compared with 2,518 in 1900-1. The movement looking to repatriation of French Canadians employed in the manufacturing industries of the eastern states was also reported to have made progress during the year. With regard to provincial colonization projects, extensive developments were reported in the opening up of the Temiscamingue, Rainy River and other districts of northern Ontario, settlement proceeding with great rapidity and preparations for the building of roads, &c., being on a greatly increased scale over those of the previous year. On May 10 the first sod of the Temiscamingue and Northern Railway was turned at Otter lake near North Bay, the contract for the building of the road being awarded in October, the first 60 miles of the railway to be built before December 31, 1903, and the whole distance before December 31, 1904. Colonization was also particularly active along the line of the Algoma Central Railway. The movement looking towards the settlement of the Buckley valley in British Columbia, which is reported as fertile, well watered and especially adapted to stock raising, was inaugurated during the year and a suitable entrance discovered. The province of Quebec also reported the settlement of new areas on the usual scale during the year.

### Development of the West.

As may be implied from the above, the settlement and development of the Canadian west during 1902 were at a rate unexampled previously, the bountiful crop of 1901 having directed attention as never before to the agricultural potentialities of this extensive region. Sales by the land departments of the Canadian Pacific Railway and the Great Northern Railway Companies were greatly in excess of previous years, and the returns of the Canada North-western Company were quite as favourable. The number of homestead entries in Manitoba and the North-west Territories for the year ended June 30, 1902, was

14,832 as against only 8,167 in 1901, the entries for the year representing a total area of free lands amounting to 2,373,120 acres. A conservative estimate places the amount of land disposed of for settlement in the Canadian west during the season as considerably over 7,000,000 acres, the influx of American settlers above referred to constituting perhaps the most important feature of the general movement. With the excellent record of the present year in this region added to that of 1901 prospects for a continuance of the movement were at the close of 1902 very bright. It may be added that the prosperity of the agricultural industry was reflected with scarcely an exception on the various other trades and industries and the various businesses represented in western Canada.

### Conditions in British Columbia.

Conditions in the province of British Columbia differ in so many particulars from those prevailing in the other provinces of the Dominion that a brief reference to the subject under a separate heading is suitable to the scope of the present article. On the whole the year just closed has witnessed a material advance in many important departments in that province. As above stated the lumbering industry was active to a degree never before experienced, and, with the development of the market in Manitoba and the Territories, gives every promise of continuing so for some time to come. The salmon fishing industry, on the other hand, as also previously mentioned, was a comparative failure, and in coal mining on the coast dulness during several months was the prevailing feature. The metalliferous mines, however, on which the future of the interior of the province to a large extent depends, showed a distinct tendency towards an improvement in general conditions, the most favourable feature being a general cessation of the labour difficulties that were so disturbing an element in previous years. The extent to which the agricultural resources of the country were discussed during the past year is also worthy of mention, shipments of British

Columbia fruit having been made on a comparatively extensive scale. General trade conditions were prosperous in spite of a few large business failures.

### Trade Disputes of 1902.

As a detailed analysis of the trade disputes occurring in Canada during 1902 is given elsewhere in the present issue of the *Gazette*, only a brief reference to the more salient characteristics of the season is necessary in this place. On the whole the year may be said to have been remarkable for its freedom from labour disturbances, when it is taken into account that what ordinarily constitutes the most potent cause of unrest in the labour market, namely, the re-arrangement of wages schedules, was, during 1902, as has been fully pointed out above, so prominent a feature of the general industrial situation. Though there were not wanting, of course, several instances of disputes by which the prosperity of industry was more or less seriously affected, no single strike of the year involved as many men, or resulted in the loss of so many working days, as the strike of the Canadian Pacific Railway trackmen in 1901. As will be seen by reference to the article dealing with the trade disputes of 1901, which appears on another page of the present issue of the *Gazette*, there were three disputes in 1901 involving over 2,000 workmen, and three involving less than 2,000 but over 1,000. During the past year, however, the two strikes involving the greatest number of workmen, that is to say, the strike of longshoremen and sympathisers at Halifax, N.S., and of street railway employees at Toronto, Ont., affected only 1,200 and 1,000 men respectively, and the loss of comparatively only a small number of working days was sustained. The strike of longshoremen at Montreal in October involved 800 men, but was continued for only a single day. As usual, the months of April, May and June were those chiefly affected by labour disturbances, more especially during the past season owing to the extent to which the general wages scale received additions. Among

particular trades, the building trades, owing to their special activity, were those principally affected. A very favourable feature of the year was the number of cases in which difficulties of considerable importance were terminated or averted by the employment of conciliation or arbitration, and a special article has been devoted to this subject in the present issue of the *Gazette*. Thus the strike of longshoremen and allied trades at Halifax above referred to was settled by the intervention of the Department of Labour almost immediately after this intervention had been solicited, and the other leading dispute of the year, that of the street railway employees at Toronto, was similarly terminated by conciliation through the mediation of the local Board of Trade. Among other disputes settled by the department during the year were the strikes of the labourers at Port Burwell, Ont., and woodworkers at Berlin, Ont. Disputes of shipbuilders and boilermakers at Toronto, plumbers and tinnerns at Windsor, Ont., electrical workers at Montreal and Hamilton, &c., were amongst the most prominent of those settled by arbitration. The Bureau of Labour of the province of Ontario was also instrumental in furthering the interests of industrial peace through its intervention under the provincial Conciliation Act.

### Proceedings of Organized Labour.

Accompanying the general activity of the labour market throughout 1902 the movement for the formation of new trade unions was accentuated. Thus there were 180 new unions reported to the department from month to month as formed during the year, whereas in 1901 only 146 new unions were thus reported. April and May with 19 new unions each in 1901, and June, April and November with 26, 20, and 20 new unions respectively in 1902 were the leading months in this respect. Brief reference may be made to the more important meetings and proceedings of organized labour in Canada during 1902. Among these may be first mentioned the interview between a deputation of the Trades and

Labour Congress of Canada, representing every province of the Dominion, and the Dominion government, held in the month of March, when resolutions passed at the regular session of the congress in the September previous relating to Oriental immigration, remuneration of letter carriers, government ownership of utilities, the eight hour day, technical education, alien labour, conciliation, fair wages, union label and other subjects, were submitted for consideration. Among the important meetings of unions held in Canada during the year may be mentioned the Iron Moulders' International Convention which met in Toronto in July, and at which 540 delegates, representing every state and territory in the United States and several provinces of the Dominion were represented. The annual meeting of the Brotherhood of Locomotive Engineers was also held in Toronto in July, and was attended by over 300 delegates from all parts of the United States and Canada. The Eighteenth Annual Convention of the Trades and Labour Congress of Canada held at Berlin, Ont., from September 15 to 19, was the most important assembly, from the standpoint of labour, of the year, it being also in many respects the most important meeting ever held in the history of that body. This was more particularly so in view of the resolution which was passed excluding all assemblies of Knights of Labour from representation and the formation in consequence of a new central body, to be known as the National Trades and Labour Congress, the result being also partially due to the attitude of the American Federation of Labour in claiming a superior rather than a parallel jurisdiction to the Dominion Congress. The new congress which, as its name implies, is intended to be distinctly Canadian, made substantial progress, and by the end of the year obtained a considerable body of members, especially in the province of Quebec.

In October, 1902, an Employers' Association, consisting of leading manufacturers and employers of labour, was formed in

Toronto, and, being the first organization of its kind in Canada, constitutes an important event in the labour chronology of the year. Self protection of members, selection of employees, adjustment of labour disputes and the encouragement of non-union workers were the most prominent of the objects announced by the association. The year has also been noticeable for the number of associations of employers in particular trades formed in various cities of the Dominion.

### Labour Legislation, 1902.

A number of bills, directly or indirectly, affecting conditions of labour in Canada, were passed by the federal and provincial authorities during 1902, and the legislative year, on the whole, may be said to have been an active one in this respect. Among the measures approved by the Dominion Parliament in this connection may be mentioned the Canadian Pacific Railway Capitalization Act, the Act amending the Manitoba Grain Act, both of which are expected to have far-reaching results upon the agricultural industry in the west; an Act respecting the coasting trade of Canada, and several others affecting immigration, the tariff, conditions in the Yukon and different special industries throughout the country. Still more intimately connected with labour conditions was the Act to amend the Post Office Act, which had reference to the pay of messengers, letter carriers and other employees of the Post Office Department. It is worthy of note, also, that of the 114 Acts passed by the Dominion Parliament at its last session, 44 had directly to do with the incorporation of railway companies and a large proportion of the remainder with the incorporation of industrial concerns; this feature of the season's work being made the subject of special reference in the speech from the throne at prorogation. In order, however, to appreciate the full extent to which the interests of the working classes were brought to the attention of the legislative authorities of the Dominion during the year, mention should be added as to the important mea-

asures which were introduced, and received their initial reading in the House of Commons in the session of 1902, but which were deferred for final consideration until 1903. The bill providing for the appointment of a railway commission, and that recommending compulsory arbitration in all disputes between railway companies and their employees, were among this number, the former being based upon a special report on railway commissions, rate grievances and regulative legislation, prepared under instructions from the Minister of Railways and Canals and reviewed at length in the *May Gazette*. The latter bill was also explained and quoted in full in the *Gazette* for June. In the province of Ontario an Act of special importance passed during the year was that amending the Act respecting councils of conciliation and arbitration. The Act authorising the construction of the Temiscamingue and Northern Railway was also important on account of the clauses granting special protection to labour which were incorporated therein. The same conditions were extended in an 'Act respecting Aid to Certain Railways.' The interests of agriculturists were consulted in a number of special regulations, and the Mechanics' Lien Act and Ontario Factories Act received important amendments. In Manitoba the Master and Servants' Act was amended, and other legislative enactments of the year took cognizance of insolvency, education, assessment, garnishment, the dairying industry and county courts. The province of British Columbia also passed some important labour legislation during the year, the rights and liabilities of trade unions being defined under an Act known as 'the Public Wages Act, 1902,' and security of wages due workmen on subsidized and other work being provided for. Another very important British Columbia measure was a Workmen's Compensation Act. Employment carried on under powers granted by private Acts was also strictly regulated. Three Acts passed for the purpose of restricting the employment of Japanese and Chinese in mines and imposing

an educational test upon intending immigrants were subsequently disallowed by the federal authority.

### Royal Commissions.

As an allied topic with that of legislative activity during the year, the action of the various commissions appointed by the Dominion government to inquire into conditions existing in different industries was especially noteworthy during 1902, four such commissions having held sessions and listened to evidence, or having presented reports, at different periods of the year. The British Columbia Fisheries Commission, appointed on the recommendation of the Minister of Marine and Fisheries, held sittings, as already mentioned, in several of the principal cities of British Columbia during January and February, when the subject of the use of traps on the outward edge of Vancouver island, the point at which the schools of salmon first touch on their return to the parent river, was thoroughly discussed, the fishermen opposing the sanction of traps and seines, and the canners representing that their employment in this locality would affect the capture of the salmon before the latter had been dispersed and depleted by the traps of the American canners, inasmuch as the salmon pass from Vancouver island into United States waters before arriving off the mainland of British Columbia. During the summer months the members of the commission visited the localities in question as well as the fisheries on Puget Sound, their report being still pending at the close of the year. A second important investigation, which was not fully completed until the past year, was that of the Royal Commission appointed in April, 1901, on representations made by the Canadian Press Association, into conditions in the paper manufacturing industry in Canada, the contention of the Press Association being that a combine existed among Canadian paper manufacturers whereby the price of news and printing paper was unduly increased, contrary to the provisions of the Customs Tariff Act. The result of the investiga-

tion was that the commissioner found not only that the alleged increase of prices had taken place, but that such increase was 'undue, unreasonable and oppressive.' The government accordingly passed, on February 11, 1902, an order-in-council reducing the duty on news printing paper from 25 per cent to 15 per cent *ad valorem*. On February 27, Part I. of the report of the Royal Commission on Chinese and Japanese Immigration was also laid upon the table of parliament, the commission having been appointed in September, 1900, and having extended its sittings over the spring months of the following year. The second part of the report, relating to the immigration of Japanese, was tabled in April, and a complete report of its contents and that of Part I. will be found in the issues of the *Labour Gazette* for April and July. After an exhaustive and very valuable review of the general industrial situation in British Columbia, with special reference to the field for Oriental labour, the commission recommended the increase in the capitation tax on Chinese from \$100 to \$500, and that, with regard to the Japanese, an Act on the lines of the Natal Act should be passed by the Dominion Parliament. The commissioner appointed by the government in May, 1902, to examine into conditions existing in the tobacco trade in Canada, whereby the American Tobacco Company was alleged to have secured an undue advantage over competing manufacturers, began his investigation in September at Windsor, Ont., and concluded them in Montreal in November, much valuable information being presented in the evidence as to the extent and general importance of the industry in Canada. The commissioner's report had not appeared at the end of the year.

### Notes.

The movement in favour of manual training and technical education reported considerable progress, especially in the province of Nova Scotia.

The question of Sunday labour received considerable attention, especially in

the cities of Montreal and Toronto, where the keeping open of cigar stores, refreshment booths and barber shops was made the special object of legal intervention. A proposed by-law to permit of the operation of street cars on Sunday in the city of Winnipeg was voted down during December.

The completion of the Pacific cable and the establishment of a terminal in Cape Breton for a trans-Atlantic wireless telegraph system were events of the year which are expected to have important results for the commerce of Canada.

A noteworthy development of the year was the extent to which the operations of

certain combinations of United States capital reacted on industrial and commercial conditions in Canada. The action of the American Tobacco Company, and of the owners of the Pennsylvania coal mines have been already referred to. A still more prominent example was the merger of Atlantic steamship companies, which was fraught with many important possibilities to Canada, and which was largely responsible for the proposal of a Canadian fast Atlantic steamship passenger and freight service. The advance in the price of meat, which was also so pronounced in Canada in May and June, was in part attributed to the operations of American capitalists.

## REVIEW OF TRADE DISPUTES IN CANADA DURING 1901.

THE following review and summary of statistics of trade disputes occurring in Canada during the year 1901 is based upon the twelve monthly articles which were published in the *Labour Gazette* between January, 1900, and January, 1901, dealing, in the case of each of the issues in question, with the trade disputes reported to the department during the preceding month.

As the establishment of the department dates from August, 1900, and a systematic monthly review of the strike situation throughout the Dominion was not undertaken until the issue of the *Labour Gazette* for November, 1900, the added interest of a comparison of the statistics of labour disputes in Canada during 1901 with those of earlier years is not possible in the present article.

### Strikes Continued from 1900.

There were two strikes in actual progress in Canada on January 1, 1901. These were a strike of machinists at Dundas, Ont., which had been begun on October 8, 1900, and a strike of garment workers at London, Ont., begun on December 14. The former of these may be said to constitute a feature of the record of indus-

trial disputes in Canada during 1901, owing to the fact that it was settled by the friendly intervention of the Department of Labour under the Conciliation Act on January 25. Particulars as to the action of the department in this connection will be given under a later heading of the present article. The strike of garment workers at London, which had arisen out of the refusal of the employees to work under a newly-appointed forelady, ended on January 14, in favour of the company. Still another labour dispute of 1900, the final settlement of which was delayed until 1901, was the lock-out in the boot and shoe industry of Quebec, which ended on December 14, after having continued since October 25, and in which employees to the number of 3,850, including not only boot and shoe operatives proper, but engine drivers, machinists and others were involved. The matter was referred for arbitration on the date named to His Grace the Archbishop of Quebec, but as his decision was not rendered until January 14, it may accordingly be regarded as an event calling for reference in a review of strike settlements in Canada during 1901. Briefly stated, the award of the archbishop asserted the right on the part of trades, professions, or of any

calling whatever, to form associations, although all associations were not therefore to be considered as necessarily lawful. With regard to the course to be pursued in any future dispute that might arise, the method of settlement by arbitration and conciliation was recommended. A board of three representing the employees, to be known as a Board of Complaint, and a board of three chosen by the employers, to be known as a Board of Conciliation, were to have power to deal jointly with any matters brought to their notice by the parties they represented. If an agreement could not be reached through the joint action of these boards, the question was to be referred to a permanent court of arbitration, consisting of a representative chosen by the Board of Conciliation, a representative chosen by the Board of Complaint, and a third selected by those two arbitrators, or failing an agreement by them, a judge of a superior court or the Archbishop of Quebec. The important clause was added that so long as a matter of dispute was under discussion the manufacturer should not close his factory, or the workmen cease their labour. The award went into operation on February 1.

### Strike Record of the Year 1901.

There were in all 104 new trade disputes reported to the Department of Labour during 1901. Of these three were lock-outs by employers, namely, a lock-out of stone-cutters by contractors at Rivière à Pierre on demand being made by employees for increased wages and for a change from piece to day work; a lock-out by employers of cigarmakers at London, on the men refusing to make a superior class of cigar without additional pay; and a lock-out of carriage workers at Orillia upon the formation of a local branch of the union, the employers being successful in the first and third cases, and the men in the second. With regard to the time of year chiefly affected by labour disturbances, seven strikes were reported to the department in January, the wages question being responsible for the majority. The number sank

to 3 in February, but rose to 13 in March, as the spring season of activity approached. In April, 12 new disputes were reported, followed by 7 in May, while June and July headed the list of months with 23 and 14 new disputes respectively, nearly all of these being for an increase in the wages scale. In August, September and October, again, the numbers of disputes fell to 5 in each instance. In November 7 strikes were reported, and in December the number sank to the level of February, with 3. The provinces of Ontario, Quebec, British Columbia, New Brunswick and Manitoba were affected by these disturbances, Ontario contributing 53, and Quebec 29 to the total. The numbers involved in 93 of the strikes reported to the department amounted to 23,050 men directly involved, and 4,442 indirectly. The number of working days lost in 87 of the strikes reported, amounted to 684,282. Reckoned by classes of workpeople, the metal trades with 21 strikes, the building trades with 14, and labourers with 12 were the more prominent. A more detailed statement of the above facts is presented under the following several headings:—

### Magnitude of Trade Disputes.

Returns were made to the Department of Labour in the cases of 93 trade disputes during 1901 as to the numbers of men directly and indirectly involved. The following table shows the number of strikes according to number of workmen involved:—

#### I. TABLE showing numbers involved in Trades Disputes in Canada in 1901.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series E., No. 1.

Numbers Involved.	Number of Strikes.
Over 2,000 .....	3
" 1,000, but less than 2,000 .....	3
" 500 " 1,000 .....	5
" 300 " 500 .....	5
" 200 " 300 .....	4
" 100 " 200 .....	4
" 50 " 100 .....	14
" 25 " 50 .....	24
Under 25 .....	31
Total. ....	93

Reckoning by loss of time in working days, the most important strike of the year was that of the Canadian Pacific Railway trackmen, which began on July 17 and ended August 30, involving 5,000 men and causing the loss of about 310,000 working days. The cause alleged by the men was the refusal of the company to recognize the chosen representatives of the trackmen, or to enter into an agreement with them as to terms and conditions of employment. This was coupled with a demand for an increase in wages of from 10 to 20 cents per day according to locality. The company claimed, on the other hand, that its rates of remuneration to trackmen were higher than those of other competing roads. The strike affected the entire length of the railway, over 4,000 miles of track, from the Atlantic to the Pacific, which, as the duration of the strike increased, became more or less dangerous to traffic. A joint committee, composed of representatives from the several railway orders, was finally appointed as a board of conciliation with a view to effect a settlement, but the trackmen subsequently refused to accept its decision. In the end, however, after various negotiations, the trackmen accepted what was virtually the basis of the agreement proposed by the board. The recognition of the union, together with an agreement setting forth the terms and conditions of their employment and other minor concessions were obtained, but in the matter of the wages scale, which was the main cause of the strike, a compromise was accepted.

Among other important strikes of the year, considered from the standpoint of working days lost, were the strike of salmon fishermen on the Fraser river in July, which caused a loss of 128,000, and the

strike of the miners at Rossland, causing a loss of 110,000 days. A reference to both of these disputes will be found under a subsequent heading of the present article.

A strike of carpenters at Winnipeg in August, on the refusal of employers to grant the union's demand for a nine hour day and 40 cents per hour, involved a loss of 17,200 days, while a strike in the building trades at Sydney for a nine hour day and nine hours' pay, involving a loss of 23,800 working days, was also an important disturbance of the year.

The strike of carpenters and joiners, which began on June 30 in Ottawa, and lasted until July 18, involved a loss of 14,800 days, and the machinists and wood-workers' strike in the same city, beginning on the same day, also caused a loss of 9,800 working days.

The strike of spinners at Valleyfield in October was one of the leading disturbances of the year, causing a loss of 22,500 working days.

In connection with the above and subsequent statements it should be mentioned again that full returns were obtained by the department with regard to the number of men involved in labour disputes during 1901 in only 93 of the 104 strikes reported, and with regard to the duration of the disturbance in 87. The totals, therefore, are to be regarded as falling somewhat under what complete returns would demonstrate.

#### Disputes by Trades Affected.

The extent to which the leading trades of the Dominion were affected by the industrial disputes of 1901 is shown in the following table:—

II. TABLE showing number of disputes, the number of work people involved, and losses in working days by Trades in Canada during 1901.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series E., No. 2.

Trades.	No. of disputes commenced in 1901.	No. of workpeople involved.		Total loss in working days.
		Directly.	Indirectly.	
Building.....	14	2,133	400	65,016
Metal.....	23	1,252	296	20,507
Woodworking..	4	561	200	6,751
Textile.....	6	172	2,670	25,209
Clothing.....	4	169	24	346
Boot and shoe workers.....	4	383	.....	2,335
Furriers.....	2	89	.....	428
Leather.....	1	36	.....	72
Food production	2	15	.....	120
Cigarmakers....	7	715	12	829
Printing.....	2	44	.....	595
Transport.....	4	5,054	.....	310,373
Longshoremen..	5	412	.....	457
Mill hands.....	3	800	.....	3,200
Mining.....	5	2,885	800	116,650
Fishing.....	2	8,000	.....	128,000
Unskilled labour	11	695	40	1,608
Miscellaneous...	5	165	.....	1,786
Total. ....	104	23,581	4,442	684,282

From the above table it will be seen that, judging by the numbers of men involved, the strikes in the fishing industry during the year rank first with 8,000 men, this being the return made to the department of the number of men concerned in the strike of salmon fishermen on the Fraser river, B.C., during the month of July. Transport stands second on the list in this respect, with a total of 5,504 work people involved, the strike of the Canadian Pacific Railway, trackmen accounting for 5,000 of this number. Of the 2,885 men involved in strikes in the mining industry during the year, the strikes of miners at Rossland, B.C., and of coal miners in Pictou county, N.S., made up 2,500. The building and metal trades were the only other groups of trades in which the number of work people involved in strikes went above 1,000 men.

Reckoning by numbers of strikes reported according to groups of trades, the metal trades stand first with 23 disputes; the

building trades second with 14; unskilled labour third with 11; cigarmakers with 7; textile workers with 6; and miners and longshoremen with 5 each.

Of the total of 684,282 working days lost in Canada by strikes in 1901, the strike of the Canadian Pacific Railway trackmen, on account of its extended nature and the number of men involved, accounted for 310,373 days. About 128,000 days were lost through the strike of the salmon fishermen on the Fraser river, and 116,650 days in the various mining disputes reported during the year. The building trades with a loss of 65,016 days, and the metal trades with a loss of 20,507 days furnish the only other instances in which the loss in working days in any one group of trades amounted to more than 7,000 days.

With regard to the proportion of work people directly and indirectly affected by strikes, it will be seen from the above table that the latter class constituted about 18 per cent of the total numbers involved. Of the total of 4,442 men indirectly affected by strikes, 2,500 were reported from a single labour disturbance, namely, that of the strike of spinners in the mills of the Montreal Cotton Company at Valleyfield in October.

### Disputes by Localities Affected.

The following table indicates the comparative prevalence of strikes in the different provinces:—

TABLE showing disputes by Provinces during 1901.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series E., No. 2.

Province.	Number of Strikes.
Nova Scotia .....	5
Prince Edward Island.....	.....
New Brunswick.....	3
Quebec.....	29
Ontario.....	53
Manitoba.....	3
North-west Territories.....	.....
British Columbia.....	10
Total.....	103

To the total of 103 strikes as thus distributed must be added the strike of the Railway Trackmen on the Canadian Pacific Railway, which, being spread over the entire route of the railway, directly affected every province of the Dominion with the exception of Prince Edward Island. The larger centres of industry were naturally those chiefly affected by labour disputes during 1901, the rank of the leading cities of the Dominion according to number of trade disputes reported during the year being as follows:—Toronto, 13; Montreal, 10; Quebec, 8; Ottawa, 6; Hamilton, 6; Kingston, 5; St. Hyacinthe, 4; St. John, 3; London, 3; St. Thomas, 3.

### Disputes by Months.

In the following table the strike record of Canada by months during 1901, is presented:—

TABLE showing Trade Disputes by Months in Canada in 1901.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series E., No. 4.

Month.	Number of Strikes.
January .....	7
February .....	3
March .....	13
April .....	12
May .....	7
June .....	23
July .....	14
August .....	5
September .....	5
October .....	5
November .....	7
December .....	3

As early as January the demand for an increased wage scale, which was one of the leading characteristics of the industrial season of 1901 in Canada, became prominent as a cause of labour disturbances, two of the 7 strikes of the month being for increased wages and two against reduction of wages. In February the same cause entered into three of the four new disputes

reported during the month, and in March, with the approach of the spring season of activity, the wage question was involved in 8 of the 13 disputes of that month. Similar conditions prevailed during April and May, though it was not until June that the movement towards a higher scale of remuneration for labour, as evidenced by the extent to which it proved a cause of industrial unrest throughout the country, gathered full force, 19 of the 23 strikes reported to the department during that month being for higher wages alone. The movement continued with only slight diminution during July, and, though of much less general prevalence during the balance of the year, was still the cause of fully 50 per cent of the labour disturbances of August, September, October, November, and December. Fuller particulars in this connection will be given under the heading 'Causes of Strikes' below, the enumeration of the strikes of 1901 by months being valuable chiefly as a means of throwing light upon the extent to which the arrangement of a higher wage scale was a feature of the season of 1901.

### Causes of Disputes.

It will be seen from the table given below that the preponderating influence during 1901 in the way of causing industrial unrest was the movement towards a higher rate of remuneration for labour which, as already mentioned, owing to the general prosperity in all branches of industry throughout the Dominion, was a leading feature of the year. Thus of the 104 strikes reported to the department, 48 were for an increase of wages, 10 were against a reduction of wages, and 5 were for an increase of wages coupled with a demand for shorter hours. Thirteen strikes arose out of objections on the part of work people to particular classes or persons employed, while 16 in the table below are classified as miscellaneous.

TABLE showing causes of Trade Disputes  
in Canada in 1901.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series E., No. 5.

Cause.	Number of Disputes.	Number of Work- people Directly Affected.
Wages and hours—		
For increase of wages.....	48	19,420
Against reduction of wages...	10	1,299
Decrease in hours.....	1	400
Increase in wages and de- crease in hours.....	5	458
Total .....	64	21,577
Against employment of par- ticular classes or persons....	13	320
Miscellaneous .....	16	1,117
Total .....	93	23,014

The above table, it will be seen, has reference only to 93 of the disputes reported to the department. In the returns of work people involved in labour disturbances only those directly affected thereby have been taken into consideration.

### Results of Disputes.

Particulars as to the results of the various industrial disturbances reported to the Department of Labour during 1901 were obtained in the case of 101 disputes. Of these 39 ended wholly in favour of the employees, 40 wholly in favour of the employers, and the balance of 22 strikes in compromises more or less favourable to the men. In connection with the number of disputes settled by compromise it should be pointed out that as the year was one of rising wages, when the demands of workmen had largely to do with an increase in the wages scale, the result in the case of a strike settled by compromise, in many instances, differed only in degree from an entire success on the part of the employees—a fact which should be taken into consideration in arriving at any decision as to the general results of the labour disturbances of 1901.

### Methods of Settlement.

It will be seen from the table hereunder that the great bulk of the disputes of 1901 were ultimately settled by negotiations between the parties immediately concerned or their representatives, of the total of 104 disputes 55 being so arranged. Arbitration was effective in 5 instances, and the mediation of the Department of Labour under the Conciliation Act in 6, the other disputes of the year being settled either by a return to work on the employers' terms without negotiations, or by the replacement of the work people.

TABLE showing Methods of Settlements of  
Trade Disputes in Canada in 1901.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series E., No. 6.

Method.	Number.
Arbitration.....	5
Conciliation .....	6
Negotiations between parties concerned	55
Return to work on employers' terms....	13
Replacement of men.....	13
Indefinite or unsettled.....	12
Total.....	104

### Settlements under Conciliation Act.

An important feature to be taken into account in any review of the strike situation in Canada during 1901 was the work of conciliation carried out by the Department of Labour under the Conciliation Act of 1900, the leading object of which, apart from the establishment of the department and the publication of the *Labour Gazette*, was the prevention and settlement of trade disputes by some form of voluntary conciliation. The active intervention of the department under the Act during 1901 was in accordance with the provision which allows the Minister of Labour to take action in appointing a conciliator on the application of one of the parties to a dispute, no action being taken by the department during the year unless such application was received either from one of the parties

in question or from some responsible individual or body acting on its behalf. In all such cases a conciliator was immediately sent to interview the parties to the dispute and to arrange a settlement where possible. Seven such instances of the intervention of the department are on record for the year, in all of which cases the authority of the conciliator was recognized by both parties and a complete willingness expressed by each of the parties to avail itself of the good offices of the department. In each case the official report of the conciliator to the Minister of Labour was duly published in the *Labour Gazette*. They will be referred to here, accordingly, only in briefest outline.

In all some 3,415 workmen were affected by the settlements arranged by the Department of Labour. The first instance for the year was that of the settlement of a strike of certain employees of the Bertram Tool Works at Dundas, Ont. This strike related to the rates of wages, number of apprentices and other matters, and affected 55 workmen. It had been in continuance for three months when, on January 25, a settlement was effected in terms which were not made public but which were wholly satisfactory to the interested parties. A strike of paper mill employees of the Laurentide Pulp Company at Grand-Mère, Que., affecting some 800 men, against a reduction in the rates of wages, was also settled by the department, and an agreement drawn up acceptable to the company and the committee of strikers. The men returned to work on the following day, after having been out for 4 days.

The third case of the settlement of a trade dispute by the Department of Labour during 1901 was that arising out of the differences between the Nova Scotia Steel Company and several hundreds of its employees in regard to an increase in wages, an agreement as to the wage scale, including increases to some of the employees, and as to the conditions regarding the payment of bonuses, and the establishment of a board of arbitration for the adjustment

of any further difficulties being arranged within two days of the meeting of the Deputy Minister of Labour and the representatives of the parties interested. In this case the intervention of the department was requested by the employees previous to the declaration of a strike and the settlement effected without an hour's cessation of work, whereas similar disputes at other Nova Scotia mines, where no recourse was had to conciliation or arbitration, resulted in more or less protracted interruptions to industry.

On October 17 about 40 spinners in the mills of the Montreal Cotton Company at Valleyfield went out on strike because of the dismissal of a fellow-workman by the company. Their action involved some 90 other hands, the number of which was subsequently increased. Several departments of the mill were seriously embarrassed, a number of looms being rendered idle at the end of the week. In the end the mills were temporarily closed down and close on 2,500 persons thrown out of employment. On the 26th, at the request of the men, the department intervened, and after various negotiations a settlement was arrived at satisfactory to all parties the men returning in a body and working overtime until the work in the weaving and other departments, which had been thrown behind in consequence of the strike, was completely overtaken.

During the month of November the good offices of the Department of Labour were requested in the settlement of a strike of miners in the employment of the Alexandra mines at South Wellington, B.C., about 260 men having quit work on the 25th of the month owing to a disagreement as to the rate which the men were being paid for stringing timbers. On the 29th an arrangement was arrived at and the men were again at work in the mines. The settlement of this strike was of considerable importance as it was alleged to have prevented a general strike at the other mines belonging to the same company.

On November 20, the demand of the Amalgamated Woodworkers' Council, which comprises six branches of the piano trade in the city of Toronto, for an increase in wages and a shorter working day, was refused by the employers, and on the following Monday morning about 480 men, in consequence, came out on strike. On the 28th the intervention of the Minister of Labour was requested by the men, and, in response to a suggestion of the minister, a conference was arranged between representatives of each side to the dispute, when a satisfactory settlement was arrived at, the strikers returning to work on January 2, with a slight increase of wages and reduction in the hours of labour, though without obtaining recognition of the union.

The intervention of the department was also requested during the year in the case of the strike, beginning July 11, of between 900 and 1,000 miners employed in several mines at Rossland, B.C., for an advance in the wages of shovellers and underground labourers, and the adjustment of other difficulties. The dispute continued in progress through August, September and October, the intervention of the department being requested on October 31. On the arrival of the deputy minister at Rossland, on November 11, however, the managements of the LeRoi Mining Company, and of the War Eagle and Centre Star Mining Company, both reported the mines in full operation and the employees satisfied with the hours of labour and wages paid.

### Arbitration of Trade Disputes.

In addition to the above mentioned instances of disputes terminated during 1901 by the intervention of the Department of Labour, a number of cases occurred in which arbitration and other tribunals were effective in bringing about a settlement. Reference has already been made to the award handed out during January, 1901, by His Grace the Archbishop of Quebec in the case of the strike begun during 1900 of boot and shoe operatives in Quebec. In the following April the board appointed in that city, in compliance with the instruc-

tions of the award in question, successfully dealt with a demand on the part of workmen in the boot and shoe industry in regard to the prices to be paid lasters for work to be done on the new machines, the complaint being that the prices under the new arrangement did not correspond with those paid when the same work was done by hand. In this case a satisfactory arrangement was arrived at without loss of time.

During the same month the long standing dispute between the Van Anda Gold and Copper Mining Company of Vancouver, B.C., and its employees, with regard to the employment of Japanese in the mines, was also successfully settled by arbitration.

The method of arbitration was successful in settling the dispute between the Dominion Coal Company and its employees, with regard to wages, under the provisions of the Miners' Arbitration Act of Nova Scotia. The board held its sittings at Truro and rendered its decision on April 25, deciding against the claims of the employees.

A strike of boilermakers and helpers at Toronto, beginning on May 11, was also referred to a board of arbitration for settlement and a decision arrived at, under the terms of which an agreement was entered into covering a period of one year.

A strike of carpenters for higher wages at Halifax, beginning on June 1, was referred on June 19 to a board of arbitration which allowed the men 22 cents per hour instead of 18 cents as formerly, besides recommending the submitting of future disputes to arbitration without suspension of work, and that contractors should be notified of any demands for increased wages before March 1 of the year for which the demand was to be presented.

The board of arbitration in the boot and shoe industry in Quebec city, previously referred to, was again successful in terminating a strike of shoe workers on June 6, when the men went out on strike in order to force delinquent members of the union to pay their dues, and were ordered by the

board to return to work at once. The same action was taken in the case of a strike of the same class of workmen in Quebec on June 28, the men having been out since June 20.

During July a strike of salmon fishermen on the Fraser river, B.C., occurred, following upon the refusal of employers to accede to the union's demand for an increase in the price per fish from 10 to 12½ cents, contingent upon the condition of the English market. This was settled by a committee of business men, who met the canners and fishermen and arranged an agreement under which the fishermen accepted 12½ cents per fish for one-quarter of the catch and 10 cents for the remainder, the union fishermen not to be discriminated against.

A threatened strike of employees of the Canadian Woollen Mills at St. Hyacinthe,

Que., in September, following upon a reduction of 10 per cent in wages, was averted by reference to a board of arbitrators, the decision of which was for a reduction in wages on a less extensive scale.

The most prominent example of the year of the employment of boards of arbitration for the settlement of labour disputes was the recourse to that method of settlement in the case of the strike of trackmen on the Canadian Pacific Railway. Reference to this important dispute will be found above. Taken in conjunction with the strikes enumerated under the present and preceding heading, it will be seen that the methods of conciliation and arbitration were responsible for the settlement of the most important trade disputes occurring in Canada during 1901, whether estimated by number of men involved or loss in working days.

## REVIEW OF TRADE DISPUTES IN CANADA DURING 1902.

THE most prominent features in connection with the record of trade disputes occurring in Canada during the year 1902, may be briefly summarized as follows:—There were in all 123 new disputes reported to the Department of Labour. In 119 of these disputes 12,143 men were involved. With regard to loss in working days, returns were made to the department in 116 cases, the total being 163,125 days. Thus though there was a material increase over the previous year in the number of strikes reported during the year, the number of men involved was less than 60 per cent of the number in 1901, and the number of working days lost less than one-quarter. In point of fact, the single strike of Canadian Pacific Railway trackmen in 1901 involved a loss of 310,375 days, or nearly double what was lost in the entire strike record of 1902. Of the disputes of the year just passed, four were lock-outs by employers, viz.: a lock-out of cigarmakers in London, Ont., in January, occasioned by the refusal of the

union to grant the use of the union label to the company; a lock-out by employers of cigarmakers at Berlin, Ont., on the presentation in March of a new wage schedule by the men; a lock-out of painters in Toronto, Ont., in the same month, following the demand of the union for an increase of wages and an eight-hour day; and a lock-out of bakers at Hamilton in May on the objection of the men to work on Sundays. There was, accordingly, one more instance of a lock-out in 1902 than in 1901. Reckoning by months, May with 27 new strikes, April with 20, and June with 18, were those chiefly characterized by labour disturbances; whereas in 1901 June headed the list, with July second, and March third. The movement for a higher scale of remuneration was again the principal cause of labour disturbances during the year, no less than 82 disputes, out of 121 with regard to which the department obtained information in this respect, arising wholly out of demands for improved wage conditions or shorter hours. As compared

with 1901, accordingly, the wages question as a disturbing element may be said to have reached its climax at least a month or six weeks earlier in the year. Reckoning by trades the metal trades with 31 disputes, involving 2,299 men and causing a loss of 41,327 working days, were those chiefly affected by labour disturbances during 1902, the building trades with 28 disputes, involving 3,052 men, and a loss of 34,549 days standing second, and the wood-working trades and the preparation of food and tobacco, with 10 each, following next in order. Detailed statements with regard to the above statistics are presented under the following headings:—

### Magnitude of Trade Disputes.

Returns were made to the Department of Labour as to the numbers of men directly and indirectly involved in trade disputes in 119 instances, the following table showing the distribution of the strikes of the year from this standpoint:—

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES E, No. 7.

TABLE showing numbers involved in trade disputes in Canada during 1902.

Numbers involved.	Number of Strikes.
Over 2,000.. . . . .	0
" 1,000 but less than 2,000..	2
" 500 " " 1,000...	1
" 300 " " 500...	8
" 200 " " 300...	7
" 100 " " 200...	15
" 50 " " 100...	21
" 25 " " 50...	28
Under 25.. . . . .	37
Total.. . . . .	119

It will be seen from the above table that whereas the year 1901 had three strikes, involving over 2,000 workmen, and three involving over 1,000, but less than 2,000, the year just ended reported only two in which 1,000 men or over were concerned, viz.: the strike of longshoremen and sympathizers at Halifax, N.S., in April, and of street railway employees at Toronto in June. Further reference to the former of these will be found in a special article in the present issue of the *Gazette* devoted to a review of the instances of intervention

on the part of the Department of Labour during the year under the Conciliation Act, 1900. The latter is also more fully treated under a subsequent heading of the present article. From the standpoint of working days lost, the strike of carpet factory employees, which began in Toronto in July, and continued until September, caused an approximate loss of 16,800 days, and was, in this respect, the most important of the year; the comparatively short duration of the street railway employees' strike in Toronto in June, and of the longshoremen at Halifax in April, causing the loss of days to total in the first instance only 3,000, and in the latter 9,600. A strike of moulders in Montreal during May, for a minimum wage of \$2.50 per day, involved a loss in working days estimated at 8,400, and a strike of carriage and wagon workers at Toronto, also in May, for an increase in wages with reduced hours, involved 22 firms, 175 men, and a loss estimated at 7,525 days.

### Disputes by Trades Affected.

The number of disputes, working people involved, and loss in working days by trades in Canada during 1902, is shown in the following table:—

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES E, No. 8.

TABLE showing industrial disputes by trades in Canada during 1902.

Trades.	No. of Disputes commenced in 1902.	No. of work-people involv- ed.	Loss in Work- ing Days.
Building.. . . . .	28	3,052	34,549
Metal.. . . . .	31	2,299	41,327
Woodworking .. . .	10	765	19,987
Textile .. . . . .	1	300	16,800
Clothing .. . . . .	9	169	988
Food and tobacco preparation.. . . . .	10	310	7,858
Leather... ..	3	85	308
Printing... ..	3	29	3,135
Transport... ..	4	1,540	9,800
Longshoremen .. . .	4	2,230	12,680
Mining... ..	3	510	9,920
Fishing .. . . . .	1	30	780
Unskilled.. . . . .	6	172	1,153
Miscellaneous .. . .	10	652	3,840
Total.. . . . .	123	12,143	163,125

As compared with 1901, the most noticeable falling off in the above table occurs under the heading of transport, in which branch of industry only 1,540 men were involved in labour disputes during 1902, with a loss of 9,800 working days, whereas 5,054 men were involved in 1901, and the loss in days amounted to 310,373. If the labour disturbances among longshoremen, however, which are separated in the table, but may properly be regarded as falling within the same group of occupations, be added to these totals, the result for the year will be 8 strikes, involving 3,770 men and a loss of 22,480 working days. In mining and fishing the figures of the year have also been enormously reduced, though the metal trades, which in 1901 recorded only 23 disturbances with a loss of 20,507 days, reported 31 disputes in 1902, with a loss of 41,327 days. The woodworking trades also present an unfavourable showing as compared with 1901, the number of disputes having increased from 4 to 10, and the loss in working days from 6,751 to 19,987. The tobacco and food preparation branch was also more involved in labour disputes than in 1901. The building trades, however, though reporting 28 strikes instead of 14 in 1901, show a loss of only 34,549 days, as compared with 65,016 in 1901.

Disputes by Localities Affected.

The strike record of the year, according to provinces, is indicated in the following table:—

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES E, NO. 9.  
TABLE showing trade disputes of 1902 by provinces.

Provinces.	Number of Strikes.
Nova Scotia.. . . . .	12
Prince Edward Island.. . . . .	2
New Brunswick.. . . . .	7
Quebec.. . . . .	20
Ontario.. . . . .	65
Manitoba.. . . . .	8
North-west Territories.. . . . .	1
British Columbia.. . . . .	8
Total.. . . . .	123

From the above table it will be observed that Ontario heads the list with 65 disputes as compared with 53 in 1901. In Nova Scotia, also, the number of strikes increased from 5 to 12 during 1902; in Prince Edward Island from 0 to 2; in New Brunswick from 3 to 7; in Manitoba from 3 to 8, and in the North-west Territories from 0 to 1, British Columbia and the province of Quebec alone showing reductions, from 10 strikes to 8 in the former and in the latter from 29 to 20. Of the principal cities, Toronto reported 24 strikes, Hamilton 12, Montreal 9, and Quebec, Halifax and Winnipeg 6 each.

Disputes by Months.

The trade disputes in Canada during 1902 occurred by months as follows:—

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES E, NO. 10.  
TABLE showing trade disputes by months in Canada during 1902.

Months.	Number of Strikes.
January.. . . . .	8
February . . . . .	5
March.. . . . .	12
April.. . . . .	20
May.. . . . .	27
June.. . . . .	18
July.. . . . .	7
August.. . . . .	6
September.. . . . .	9
October . . . . .	4
November.. . . . .	7
December.. . . . .	..
Total . . . . .	123

The above table shows that though during the first half of the year the record of 1902 compares unfavourably with that of the previous season, the discrepancy is less apparent during the closing months, the labour market being in an exceptionally quiescent state in December when no new disturbances were reported to the department, as compared with 3 in 1901, the record for November being the same in each case, viz., 7.

Causes of Disputes.

As already stated, a general re-arrangement of the wages scale on the basis of a

higher rate of remuneration for labour was the leading cause of industrial unrest in Canada during 1902, 54 of the strikes of the year being for increased wages, 7 against reduction in wages, 7 for decreases in hours, and 14 for an increase in wages and a decrease in hours. There were 9 sympathetic strikes reported during the year, and 8 as a protest against the employment of particular persons or classes of workmen. There were 5 strikes for a recognition of the union alone, though the same question was a feature in 6 other strikes of the year. Under the heading of miscellaneous, 12 strikes have been grouped, a considerable proportion of which occurred against the dismissal of particular workmen. The following table presents the complete returns in relation to the above facts in the case of the 121 disputes on which information was obtained by the department:—

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES E, No. 11.  
TABLE showing causes of trade disputes in  
Canada during 1902.

Causes.	Number of Disputes.	Number of Workpeople Affected.
Wages and hours—		
For increase of wages . . . .	54	6,232
Against reduction in wages.	7	596
For decrease in hours. . . .	7	465
For increase in wages and decrease in hours. . . . .	14	2,043
Total. . . . .	82	9,336
Against employment of par- ticular persons. . . . .	8	229
Against objectionable condi- tions of employ. . . . .	5	520
For recognition of union. . .	5	261
Sympathetic. . . . .	9	1,037
Miscellaneous. . . . .	12	639
Total. . . . .	121	12,022

Results of Disputes.

Information as to the results of trade disputes during 1902 was obtained by the department in 115 instances. The returns showed that in some 46 disputes the men

were entirely successful, entirely failing in 35. Thirty-three (33) disputes of the year ended in compromises, while 4 were reported unsettled. As was mentioned in the review of the strike situation in 1901 in this connection, the fact that demands for an increase in wages entered to so unprecedented an extent into the trade disputes of the period adds significance to the number of disputes reported as compromised. In several instances the compromises in question represented material concessions in the wages and other claims of the workmen.

Methods of Settlement.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES E, No. 12.  
TABLE showing Methods of Settlement of  
Trade Disputes in Canada in 1902.

Method.	Number.
Arbitration. . . . .	6
Conciliation. . . . .	5
Negotiations between parties con- cerned. . . . .	73
Replacement of men. . . . .	12
Return to work on employers' terms.	20
Indefinite or unsettled. . . . .	5
Total. . . . .	121

According to the above table, negotiations between the parties immediately concerned were responsible for the settlement of 73 of the trade disputes of 1902, 20 strikes being settled by the return of the workmen on the employers' terms, and 12 by the replacement of the men. An account of the settlements effected by the Department of Labour, under the Conciliation Act of 1900, will be found on another page of the present issue of the *Gazette*. As compared with 1901 the proportion of settlements by negotiations between the parties themselves increased slightly, while there were 6 cases of the arbitration of trade disputes as compared with 5 in 1900.

Settlements by Arbitration Except Con-  
ciliation.

As appears in the table above, there were 6 instances of trade disputes settled by arbitration during 1902 reported to the de-

partment. A strike of electrical workers at Montreal, Que., caused by the refusal of the employers to grant a new scale presented by the men for an increase of pay and shorter hours, which began on April 14 and was concluded on April 25, was the earliest settlement by arbitration reported during the year. This was arrived at chiefly through the efforts of the mayor, the men returning to work under the old conditions on being promised individual consideration. About 250 men in all were concerned. A strike of woodworkers at Berlin, Ont., in May, arising out of sympathy with a discharged employee, was also submitted to arbitration, and decided in favour of the workmen, some 48 men being concerned. Plumbers and tinnerns at Windsor, Ont., during the same month struck for a rate of \$2.50 per day for first-class men, and \$2.25 for second-class men, and submitted their case to arbitration with the result that they received their demand in full. Similarly, a strike of boilermakers and shipbuilders' helpers in Toronto, Ont., by which three establishments and 160 men were affected, began on June 2 and was terminated on the 14th of that month, the men returning to work under an agreement to arbitrate their demands.

A more important instance of the employment of arbitration in the settlement of a labour dispute during 1902, was in the case of electrical workers in the employment of the Cataract Power Company of Hamilton, Ont., which, on two occasions, led to a strike of some 50 employees. The earlier disturbance occurred in June, when the employees struck for an all-round average increase of 40 per cent in wages with a reduction in working time. After being out for two weeks it was agreed that the subject should be left to arbitration, each side appointing one arbitrator, the two so chosen to appoint a third, the men returning to work pending the constitution of the board and its award. After two weeks' negotiations, however, the arbi-

trators appointed by the men and the company were unable to agree on a third party and resigned. The men, thereupon struck again on August 8 and remained out until the 29th of the month, when a board was constituted and the taking of evidence begun almost immediately. The award handed out on September 30 gave increases to some of the men, but made no changes in working hours.\*

One of the most important disputes of the year to be settled by voluntary conciliation was the strike of the street railway employees at Toronto, who to the number of 1,000 struck on June 21 for an increase in wages, recognition of the union, and other minor demands. After three days of industrial war, during which time the operation of the company's lines in the city was practically suspended, and the disturbance assumed such proportions as to warrant, in the opinion of the civic authorities, the calling out of several companies of militia, the strike was concluded through the mediation of a voluntary committee of prominent business men, the company conceding the 18-cent and 20-cent scale asked for, in the event of such scale being regarded by the employees as preferable to the one previously offered by the company. The right of the employees to organize under any form of constitution, and the right of any employee having any grievance to appeal in person to the general manager, bringing with him such of his fellow-employees as might have any knowledge of the facts involved, were also acknowledged, and it was agreed that the cars would be cleaned in the morning for the motormen and conductors, and a Sunday increase granted.†

\*A special article on the subject of this award was published in the *Labour Gazette* for October, 1902, page 260.

†A separate article giving full particulars as to the origin, progress and termination of this important industrial disturbance was published in the *Labour Gazette* for July, 1902, page 35.

## SETTLEMENT OF INDUSTRIAL DISPUTES IN CANADA, UNDER THE CONCILIATION ACT, DURING THE YEAR 1902.

**D**URING the past year the Department of Labour has been called upon, on seven different occasions, to lend its friendly offices, under the Conciliation Act, 1900, in bringing about a termination of industrial disputes between employers and employees.\*

### Cases of Intervention.

The requests for intervention were received from the provinces of Ontario, Nova Scotia, Quebec and Manitoba. With the exception of the strike of longshoremen at Halifax, N.S., which involved about 1,200 men, and which was the most important strike in Canada during the year, and the strike of mill hands at the saw mills of the Tourville Lumber Company, Louiseville, Que., which involved about 230 employees, the numbers affected by the other strikes, in which the intervention of the department was requested, were comparatively small. Altogether the numbers immediately affected amounted to over 1,500 employees. Of the industries affected two strikes concerned furniture manufactories; one, stove-mounting; one, lumber saw mills; one, wharf builders; one, railway employees, and one, dock labourers.

### Causes of Disputes.

In analysing the causes of disputes it would appear that four disputes had to do directly with demands made by the local union to which the employees in question belonged. Of these demands two had to do in part directly with the subject of recognition. More particularly the demands of four were, respectively, refusal of employers to promote two apprentices to the rank of journeymen and recognize them as members of the union, refusal of employers to dismiss men objectionable to the union, refusal of employers to receive a committee

of the union and to grant conditions of schedule submitted, and refusal of employers to change methods of wage payment requested by the union. Including the last demand among cases of dispute which had to do directly with wages, there were in all three disputes in which the wages question was the main issue. One dispute was concerning a reduction of the hours of labour and the abolition of certain conditions which had been inserted in the hiring contracts. The dispute of the longshoremen at Halifax, which was mainly in regard to the question of wages, had also to do with a variety of other conditions governing employment.

### Settlements Effected.

As already mentioned, the most important strike of the year was that of the longshoremen and other wharf employees which commenced at Halifax, N.S., on April 2, and in which, as already mentioned, conditions governing employment were the main object of the dispute.\* The department was appealed to on the 8th of the month, and on the 11th, as a result of its intervention, an agreement covering all of the points in dispute, including an increase in the rates of wages and provision for the prevention of further strikes or lock-outs, was signed by both parties. A strike of employees of a furniture factory in Berlin, Ont., which commenced on March 13, led to the intervention of the department at the request of the company. This request was received on March 17, and by the 22nd a settlement was effected whereby all of the employees on strike returned to work. The terms of the agreement were not made public. About 40 men were affected by this strike. On June 2, the intervention of the department was requested to adjust the difficulty between certain wharf builders in the employ of a contractor who was

\*A detailed account of settlements effected during the year will be found in the numbers of the *Labour Gazette* published in the month immediately following the month on which the intervention of the department was requested.

\*A full account of this strike and settlement will be found in the May, 1902, number of the *Gazette*, Vol. II., No. II, page 667.

TABLE Showing Intervention of the Department of Labour in the Settlement of Industrial Disputes, under Conciliation Act, 1900, during the Year 1902.

Locality.	Establishments Affected.	Cause of Dispute.	Numbers Affected.	Date of Commencement of Strike or Lock-out.	Date at which Intervention of Department requested.	Date of Settlement effected under Conciliation Act.	Nature of Settlement.
Toronto, Ont.....	Stove Mounters, Gurney Foundry Co.	Refusal of company to promote two apprentices to the rank of journeymen and recognize them as members of union.	22	Jan. 21	Feb. 4	.....	Company claimed to have reduced its working staff and filled vacancies caused by strike with outside men.
Berlin, Ont.....	Furniture manufacturers, Lippert & Co.	Refusal of company to dismiss employee objectionable to union.	40	March 13	March 17	March 22	Terms not made public, but employee in question retained and other strikers reinstated.
Halifax, N.S.....	Nine steamship companies and 16 merchants.	Refusal of employers to concede demands of longshoremen for increased wages and other conditions, and sympathy of coopers, fish handlers and coal heavers.	1,200	April 2	April 8	April 11	Agreement governing conditions of employment, including increase in rates of wages, also provision for prevention of future strikes or lock-outs, signed by both parties.
Pt. Burwell, Ont.	Wharf builders, Public Works Dept. of Dominion Govt.	Misunderstanding as to increase of wages.	30	May 31	June 2	June 3	Employees returned to work on explanation being made of exact nature of increased wages granted.
Winnipeg, Man.	Canadian Northern Railway Co.	Alleged refusal of company to receive a committee of union and to grant conditions of schedule submitted.	36	May 16	May 27	.....	Company claimed to be unaffected by strike and therefore had nothing to settle.
Louisville, Que.	Saw mills, Tourville Lumber Co.	Refusal of company to reduce hours of labour and to abolish conditions in contracts with their employees.	230	June 16	June 19	.....	Company agreed with conciliator to abolish objectionable conditions in contracts, but would not reduce hours. Strikers refused to accept these terms at time of intervention, June 22, but finally accepted them on June 26.
Berlin, Ont. ....	Furniture manufacturers, Krugs Co.	Demand of union upon company to change method of wage payment.	60	Aug. 14	Oct. 7	.....	Company stated that positions of strikers were partly filled and preferred continuing with reduced staff. Intervention therefore unnecessary.

engaged on work for the Department of Public Works of the Dominion government. Investigation by the conciliator showed that the strike was largely the result of misunderstandings, and after these were satisfactorily explained away the employees returned to work on the day after the intervention of the department was requested. Some 30 employees were affected by this settlement. In one case, that of the employees of the Tourville Lumber Company, at Louiseville, Que., where a strike had commenced on June 16, and where the intervention of the department took place on the 21st and 22nd, the company agreed to certain conditions which were submitted by the conciliator to the strikers. They refused to accept these terms at the time, but four days later accepted them and returned to work. Two hundred and thirty employees were involved in this strike. In the case of three small strikes, one at Toronto involving 22 men, another at Winnipeg involving 36, and the third at Berlin, Ont., involving 60 men, the companies claimed to be unaffected, having either decided to continue their work with reduced staffs or having been able to fill the positions of a number of the strikers before the intervention of the department had been requested. In the case of the strike at Berlin, Ont., in which more men were involved than in either of the other two, the request for the intervention of the department was not made until the month of October, although the strike itself took

place during the month of August. Correspondence with the company, preliminary to commencing settlement negotiations, disclosed the fact that, so far as the company itself was concerned, there was no need nor desire for intervention. As a consequence the active intervention of the department, by sending a conciliator to the locality in question, was not deemed necessary.

Reviewing the situation as a whole it would appear that in three cases the intervention of the department was unnecessary, the employers having already arrived at a position in the matter of their respective businesses where they were able to continue to their own satisfaction without seeking negotiations for any settlement. In one case the employees would appear to have been in the wrong, and not to have gained their demand. In another, both parties seem to have been at variance in consequence of a misunderstanding, the clearing away of which affected both alike. In the two remaining cases the employees appear to have gained, in part, concessions which had been demanded at the outset, though the settlements in the latter cases were less in the nature of compromises than of concessions to the demands made.

The statistical table on page 547 shows the number and nature of disputes in regard to which the intervention of the department was sought during the year 1902, together with the results of the settlement effected in each case.

### LABOUR ORGANIZATION IN CANADA DURING 1902.

THE following statement with regard to the main tendencies noted during 1902 in the labour organization movement in Canada is based upon returns made to the department from month to month throughout the year by its correspondents and others. The accompanying table, accordingly, is a compilation and rearrangement of the reports published in the several issues of the *Labour Gazette*. The depart-

ment has made every effort to secure complete and accurate information as to the formation of new labour organizations during the year, and although isolated instances may have occurred of unions in particular crafts and localities not having been reported, the information presented herewith may be regarded as exhibiting the most prominent and important features of the movement during the year just past.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES F, No. 1.TABLE OF LABOUR ORGANIZATIONS REPORTED TO THE DEPARTMENT  
OF LABOUR DURING 1902.

Trades.	Nova Scotia.	Prince Edward Island.	New Brunswick.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Total.
<i>Building Trades—</i>										
Bricklayers and masons. ....					1			1		2
Carpenters and joiners. ....	1			1	4			1	1	8
Lathers and plasterers. ....	1				1					2
Plumbers, gas and steamfitters. .					2			1		3
Painters and decorators. ....	1				5				1	7
Stonecutters. ....			1							1
Builders' labourers. ....	1		2		1	1		1		6
Building trades councils. ....					1					1
Total. ....	4		3	1	15	1		4	2	30
<i>Metal, Engineering and Shipbuilding Trades—</i>										
Machinists. ....			1		1					2
Sheet metal workers. ....					2			1		3
Iron moulders. ....			1							1
Tinsmiths. ....									1	1
Metal polishers. ....					1					1
Iron and steel workers. ....	1									1
Boilermakers' helpers. ....								2		2
Implement makers. ....					1					1
Saw makers. ....					3					3
Electrical workers. ....	1				2			2		5
Mechanical engineers. ....				1						1
Jewellery workers. ....					1					1
Blacksmiths. ....								1		1
Horseshoers. ....				1	1					2
Total. ....	2		2	2	12			6	1	25
<i>Woodworking and Furnishing Trades—</i>										
Woodworking machinists. ....				1	2					3
Shingle sawyers. ....			1							1
Ship carpenters. ....								1		1
Cabinet makers. ....				1						1
Piano workers. ....					2					2
Picture frame workers. ....					1					1
Total. ....			1	2	5			1		9
<i>Printing and Allied Trades—</i>										
Printers. ....				1	3					4
Bookbinders. ....					3					3
Allied printing trades councils. .					1					1
Total. ....				1	7					8
<i>Clothing Trades—</i>										
Journeymen tailors. ....				1	8					9
Garment workers. ....					1			1		2
Clothes pressers. ....				1						1
Cloth cap workers. ....					1					1
Suspender and neckwear workers					1					1
Shoe workers. ....					1					1
Total. ....				2	12			1		15

TABLE OF LABOUR ORGANIZATIONS, 1902—*Concluded.*

Trades.	Nova Scotia.	Prince Edward Island.	New Brunswick.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Total.
<i>Food and Tobacco Preparation—</i>										
Butchers.....					1					1
Meat cutters.....					1					1
Bakers.....				1	2			1	1	5
Cooks.....									1	1
Brewery workers.....					5			1		6
Cigarmakers.....				1						1
Cigarmakers' blue label league..					1					1
Total.....				2	10			2	2	16
<i>Leather Trades—</i>										
Leather workers.....					2		1			3
<i>Transport—</i>										
Locomotive firemen.....					1					1
Stationary firemen.....								1		1
Street railway employees.....					2					2
Teamsters, draymen, &c.....			1		3			1		5
Cabmen.....					1					1
Milk drivers.....					1					1
Freight handlers.....		1								1
Longshoremen.....				2						2
Railway employees.....								1		1
Railway clerks.....			1							1
Total.....		1	2	2	8			3		16
<i>Miscellaneous—</i>										
Miners.....								1		1
Fishermen.....								3		3
Actors.....				1						1
Retail clerks.....	1				4		1			6
Stenographers.....					1					1
Hotel and restaurant employees.	1				1				1	3
Theatre employees.....					3					3
Bartenders.....					2					2
Barbers.....					4					4
Laundry workers.....					1					1
Bootblacks.....				1						1
Paper makers.....				2	1					3
Brick workers.....					1					1
Tile setters.....					1					1
Textile workers.....					1					1
Musicians.....					2			1		3
Piano and organ tuners.....					1					1
Rubber workers.....					1					1
Stained glass workers.....					1					1
Agricultural employees.....					1					1
Gardeners and florists.....					1					1
Labourers.....		1			1				1	3
Civic employees.....								2		2
Women's union label league.....					1					1
Protective and benevolent union.				1						1
Provincial workmen's association	2									2
Labourers' protective union.....								1		1
Federal labour unions.....					8		1	1	1	11
Trades and labour councils.....			1		3			1	1	6
Firemen.....					1					1
Total.....	4	1	1	5	41		2	10	4	68
Grand total.....	10	2	9	17	112	1	3	27	9	190

### Organizations by Localities.

There were in all 190 labour organizations reported to the department as having been formed during 1902. Of these 112, or very nearly 60 per cent, were reported from the province of Ontario alone, British Columbia, with less than one-quarter of that number, coming second with 27, and Quebec third with 17. Of the remaining provinces, Nova Scotia reported 10, New Brunswick and the Yukon Territory 9 each, the North-west 3, Prince Edward Island 2, and Manitoba 1. As was to be expected, the larger industrial centres were the scene of chief activity in labour organization, no less than 21 new unions having been reported from Toronto alone, Victoria, B.C., standing second in the list of cities with 12, and Montreal, Que., and Vancouver, B.C., third with 10 each. Other centres in Canada in which labour organization was particularly active during the year were St. Catharines, Ont., with 9 new unions; Dawson, Yukon, with 9; Guelph, Ont., with 8; Windsor, Ont., with 7; Hamilton, Ont., with 6; and St. John, N.B., Halifax, N.S., and London, Ont., with 5 each.

### Organization by Crafts.

From the accompanying table it will be seen that the building trades, with thirty new organizations, were the most active in organizing unions in Canada during the year, the metal trades following with 25 new unions, and transport and food and tobacco preparation coming third, with sixteen each. The clothing trades reported fifteen new unions; the woodworking trades, 9; the printing trades, 8, and the leather trades, 3, the remaining 68 new unions reported to the department being classified under the heading of miscellaneous. Among the last mentioned, however, the formation of 11 Federal Labour Unions, of six Trades and Labour Councils, of six unions of retail clerks, of four barbers' unions, and of three new unions respec-

tively of fishermen, hotel and restaurant employees, theatre employees, papermakers, musicians and unskilled labourers, are worthy of special note. In the building trades, carpenters headed the list with 8 new unions, painters and decorators coming second with 7, and builders' labourers third with 6. In the metal trades, there were five new unions formed of electrical workers, three each of sheet metal workers and saw-makers, and two each of machinists, boilermakers' helpers and horseshoers. Under the woodworking trades, woodworking machinists reported three and piano workers two new unions. In the printing trades, printers with four and bookbinders with three new unions, made up seven of the eight new unions reported in the entire branch, while eleven of the fifteen new unions reported in the clothing trades were made up by nine new unions of tailors and two of garment workers. Under the heading of food and tobacco preparation, brewery workers reported six and bakers five new unions. Teamsters reported five and street railway employees and longshoremen two each of the sixteen unions reported as formed during 1902 under the heading of transport.

Regarding the labour organization movement of 1902 by trades and localities in conjunction, it will be seen that in the building, metal and transportation trades, the province of Ontario furnished in each instance about 50 per cent of the entire new unions of the year. In the woodworking and leather trades, 80 per cent of the new unions of 1902 were formed in Ontario, and in the printing trades 87 per cent. British Columbia, relative to the total number of new unions, showed most activity in the metal trades, contributing about twenty-five per cent of the total in those crafts, and in the building trades thirteen per cent. A feature of labour organization in the province of Quebec during the year may be said to be the even distribution of its activity among the several departments of industry.

### Organization by Months.

The following table shows the number of unions reported to the department during each month of 1902:—

Month.	No. of Unions.
January.....	16
February.....	17
March.....	13
April.....	20
May.....	14
June.....	27
July.....	14
August.....	14
September.....	7
October.....	16
November.....	19
December.....	13
Total ..	190

From the above it will be seen that the months of June and April were the most active in labour organization in Canada, November following with 19, February with 17, and January and October with 16 each. The number sank to its lowest in November with 7, March and December with 13 each being the second from the last.

### UNIONS FORMED DURING THE MONTH OF DECEMBER, 1902.

The Department of Labour has received notices of the following organizations as having been formed during the month of December:—

#### *Nova Scotia:*

Truro—Carpenters.  
“ Painters.

#### *New Brunswick:*

Woodstock—Iron moulders.

#### *Quebec:*

Sherbrooke—Papermakers.

#### *Ontario:*

Chatham—Bartenders.  
“ Painters and decorators.  
London—Teamsters.  
Ottawa—Cabmen.

#### *Ontario—Con.*

Toronto—Cloth cap workers.  
“ Firemen.  
“ Piano workers (two branches organized).

#### *British Columbia:*

Vancouver—Railway employees.

### ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, DECEMBER, 1902.

During the month of December the following orders were given by the Post Office Department for the supplies below mentioned, all of which were given subject to the regulations for the suppression of the sweating system and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions:—

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps; also type and brass crown seals.....	\$ 272 92
Making and repairing rubber dating and other hand stamps and type.....	32 50
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink....	430 74
Supplying and repairing post office scales.	159 93
Supplying mail bags.....	1,749 50
Repairing mail bags.....	943 55
Repairing mail locks, and supplying mail bag fittings.....	102 20
Repairing street letter boxes and supplying and repairing mail clerks' tin boxes.	68 75
Miscellaneous orders for making and repairing postal stores.....	13 55
Making up and supplying articles of official uniforms.....	108 75

### THE SUPERANNUATION AND PENSION FUND OF THE CANADIAN PACIFIC RAILWAY COMPANY.

The publication on December 10 of the details of the plan of the Canadian Pacific Railway Company for the superannuation and pensioning of its officers and permanent employees, who after years of faithful service have reached an age when they are

unequal to the further performance of their duties, constitutes an event of great interest, not only to the workmen directly affected, although as the C.P.R. Co. is the largest employer of labour in the Dominion, these are both numerically and otherwise very important, but to the whole labour community of Canada as well, the principle being one which has as yet received only limited development in this country. The following brief account includes the main features of the plan under which the fund is to be administered.

The system, as pointed out in the circular issued by the president, calls for no contributions from the employees themselves, the company hoping, in the words of the president, 'by thus voluntarily establishing a system under which a continued income will be assured to those who after years of continuous service are by age or infirmity no longer fitted to perform their duties and without which they might be left entirely without means of support, to build up amongst them a feeling of permanency in their employment, an enlarged interest in the company's welfare, and a desire to remain in and to devote their best efforts and attention to the company's service.'

### Rules and Regulations.

For the carrying out of the plan a special department known as the Pension Department has been established, to be operated by a committee composed of the president, vice-presidents and the chief solicitor of the company, their deliberations being subjected to the approval of the board. The rules and regulations governing the department, the eligibility of employees, the amount of allowances, &c., are to be wholly in the power of the committee as thus defined. The committee is to meet on the first Monday of each month, and its proceedings are strictly governed by a system of seven by-laws recommended for its adoption.

### Application to the Fund.

Only those persons who have given their entire time to the company, or to the com-

pany and some other railway company or companies jointly, are to be entitled to the benefits of the pension fund, the allowance to be paid by the C.P.R. in case of joint employment, to be estimated upon the proportion of salary or wages received during the beneficiary's term of service from that company. All officers and employees who have attained the age of sixty-five years are to be retired, those who have been ten years or longer in the service being pensioned. The committee, however, may retain employees of sixty-five years of age if in its opinion it is in the interests of the company to do so. Officers and employees between the age of sixty and sixty-five may also, at the discretion of the committee, be retired with a pension, and considerable latitude is allowed the committee in this respect. The regulations are very complete with regard to notices of retirement, computation of length of service, &c.

### Basis of Pension Allowance.

The pension allowance authorized is granted upon the following basis: For each year of service an allowance is made of one per cent of the average monthly pay received for the ten years preceding retirement. For instance, if an employee has been in the service of the company for forty years, and received on an average for the last ten years \$50 per month, the pension allowance would be forty per cent of fifty dollars, or twenty dollars per month. The allowances are to be paid monthly, the company reserving the right to cancel any pension for gross misconduct. No assignment of pension will be permitted or recognized. The acceptance of a pension allowance does not debar a retired employee from engaging in other business, but such employee cannot so engage in other business nor re-enter the service of the company without forfeiting his allowance, except with the consent of the committee. As the system is entirely voluntary on the part of the company, and as the employees are not in any way contributors to it, its inauguration and operation gives no employee a legal right to be retained in the company's service or a legal claim to any

allowance. 'While it is the policy of the company to encourage its employees to remain with it and by faithful service to earn a pension, the company expressly reserves the right and privileges to discharge at any time an officer, agent or employee when the interests of the company, in its judgment, may so require, without liability for any claim for pension or other allow-

ance than the salary or wages due and unpaid.'

The scheme goes into effect on January 1, 1903, and the rules and regulations governing it may be altered or repealed from time to time as the committee, subject to the approval of the board, may determine.

## THE COAL SITUATION IN CANADA DURING THE MONTH OF NOVEMBER.

THE abnormal conditions of the fuel market in Canada created by the strike of coal miners in the anthracite regions of Pennsylvania continued, with a greater or less degree of intensity, during the month of December. The present article is the third prepared in relation to this subject by the Department of Labour. Of these the first appeared in the November issue of the *Gazette*, and was devoted to as comprehensive a review as was possible of the general situation in the fuel market of Canada up to the conclusion of the strike. A subsequent article, published in the December *Gazette*, dealt with the leading developments reported during November. The present review brings the departmental report upon the subject to the end of the year. As in the case of the statement for the month of November, the correspondents of the *Labour Gazette* have supplied the bulk of the information presented, the local press of the Dominion being also carefully utilized. The article follows the same topical method as was adopted in the previous review, having special reference to the following particular points: (1) the quantity of coal and other fuel received in the several localities referred to during December; (2) the general movement of fuel prices during the month; (3) the extent to which the fuel stringency may have been caused or aggravated by lack of transportation facilities; (4) action on the part of municipalities; and (5) the outlook as to the supply of fuel for the coming winter at the close of the month.

### General Statement.

While it is exceedingly difficult, owing to the extreme variations in conditions re-

ported from different points in the Dominion, to arrive at any definite general statement on the subject, the past month, nevertheless, presented certain characteristics which may be said to have been, to a certain degree, universal in their application. The cold weather which came on rather suddenly during the opening week of the month caused, especially in the provinces of Manitoba, Ontario and Quebec, an undoubted and very widespread accentuation of the feeling of alarm owing to the lack of fuel, actual suffering being reported in a number of instances, especially in the larger cities. Towards the end of the month, however, conditions were somewhat alleviated, and the month, apart from the period referred to, showed on the whole only slight and local changes from November. The close of the navigation season deprived certain sections of the country of their natural means of supply, and, as in November, the towns depending wholly upon railway transportation, as in Western Ontario and Manitoba, were those chiefly inconvenienced by the coal famine. Prices on the whole have shown a tendency to advance over those of the previous month, material increases being reported from several quarters. The transportation situation, however, was noticeably easier than in November, and the sleighing, which has been good in many sections of the country, has assisted very materially in adding to the supply of wood fuel. In the maritime provinces, changes from the general situation from last month are perhaps least marked. British Columbia, as before, remains practically unaffected, though the embarrassment of a smelter at Northport, Wash., U.S., where certain Rossland ores

are treated, the plant in question being able to operate only three furnaces out of its battery of six for lack of Pennsylvania anthracite, temporarily affected employment and production in the Rossland camps. With regard to the outlook it is generally expected that coal in small lots will be obtainable from dealers throughout the winter. The following is a detailed statement of the main items of information obtained by the department during the month, arranged under the headings referred to in the preceding paragraph.

### Coal Supply Received During December.

*Maritime Provinces.*—Bituminous coal received at Halifax during December was in excess of the demand, and 4,000 tons were shipped to the United States. In the case of anthracite, however, dealers have been unable to fill orders, only 2,000 tons having been received since November. The early closing of navigation seriously affected the coal supply of Prince Edward Island, only 3,000 tons being brought in during the first ten days of the month. The wood fuel used in Prince Edward Island, being grown in the province, was not affected by this circumstance. Actual statements as to the total coal receipts at St. John's were unattainable, though 1,063 tons of anthracite arrived from New York and 123 tons from Scotland, bituminous coal being received daily from the Nova Scotia mines. In the closing weeks schooners arrived from New York with 800 tons of hard coal, and a second consignment of 148 tons of Scotch anthracite was also received.

*Quebec.*—In the city of Quebec the only coal received during the month was from Sydney, three steamships having landed 7,870 tons, which was retailed at \$8 per ton. Wood in considerable quantities was also received from the surrounding country, but stocks in wood yards at the close of the month were very low. Only small quantities of anthracite, viz., between 200 and 300 tons, reached the city by rail. Practically no hard coal was received in

Sherbrooke, but the supply of soft coal was sufficient to meet the demand. Wood prices and supply on account of the good snow roads have been easier. No coal has been received in Three Rivers during the month, and all stocks have been sold and delivered. Wood, however, is plentiful, and is selling at lower prices than last year. About 100 tons of anthracite and 400 tons of bituminous coal was received at St. Hyacinthe. In the case of Montreal, no accurate estimate was obtainable by the department, though the loss of navigation very seriously affected the situation, and the famine for a few days during the month was felt perhaps more seriously than at any other point. Two carloads of coal, soft and hard, were received in Hull, and about two hundred cords of wood, the demand for the former being greatly in excess of the supply.

*Ontario.*—About 4,000 tons of anthracite, approximately, were received in Ottawa. Kingston reports over 1,200 tons of coal stored in local warehouses and an abundance of wood in the yards. Up to December 10, when navigation closed, about 900 tons of coal had been received at Belleville, and dealers were reported as shipping to outside points. At Toronto it was estimated that between 40,000 and 50,000 tons of coal had been received up to the end of the month, one-half of which was anthracite, the latter arriving at the rate of about 1,500 tons per day during the closing week. The situation in Hamilton varied considerably during the month, about 6,000 tons of anthracite having arrived by boat and nearly 1,000 tons by rail since December 1. Delays in local delivery caused inconvenience. During the first part of the month the supply of coal at Brantford was by no means equal to the demand, and the cold weather caused much inconvenience and some suffering. A considerable consignment, however, reached the city on the 18th inst. Only small quantities of hard coal were received at Guelph, and dealers had considerable difficulty in obtaining shipments. The sup-

ply of soft coal was equal to the demand. The fuel stringency has led to the giving up of several church week-night services, and general anxiety prevails, with some instances of distress. It is estimated that not more than one-tenth of the amount of anthracite needed was received at Stratford up to the 20th inst., and many families were forced to have no fire in the house over night, reserving what fuel they had for cooking purposes. Wood was also very scarce, and the absence of wood heaters increased the difficulty of the situation. Soft coal was more plentiful, but the quantity was insufficient to meet the demands. Between November 25 and December 25, 120 cars of hard coal and fifty cars of soft coal, averaging 30 tons to the car, passed through the customs at London. Hardwood was reported scarce. At St. Thomas, only a few carloads of coal were received, though no special anxiety was felt. Some 600 tons of anthracite and 900 tons of soft coal, with 1,000 cords of wood, were marketed in Chatham during the month. In Windsor, dealers were out of anthracite at the end of the month, though a consignment of a 1,000 tons was received by boat, with several car lots earlier in the month.

*Manitoba and the West.*—Very little coal of any kind was received in Winnipeg, and wood only in quantities sufficient to meet immediate demands. During the month 10 cars of anthracite, 10 cars of Galt, 40 cars of Souris, and 25 cars of wood were received at Brandon. The limited supply is especially felt in the country districts.

### Price Movements During December.

*Maritime Provinces.*—The price of bituminous coal remained normal at Halifax. Throughout the month, however, anthracite sold as high as \$11 per ton, though a cargo of 500 tons received on December 26 retailed at \$8 cash. No changes in fuel prices were reported in Prince Edward Island. The price of anthracite was raised from \$9.50 to \$15 per ton in St. John during December, soft coal selling from \$6.80 to \$8.25 per chaldron.

*Quebec.*—Anthracite showed a marked increase in price in the city of Quebec, selling in the early part of the month at from \$11 to \$12 per ton, and later at \$17 per ton, an advance of \$2 per ton being made on December 4. Coke also advanced in price to \$3 per load of 12 barrels, or an increase of fifty cents per load. Wood continues to be retailed at from \$6 to \$7 per cord. Soft coal sold for \$8 per ton. The general increase in price by dealers experienced during the continuance of the cold weather was much complained of. At Sherbrooke no change in price was reported, soft coal selling at \$6.50 per ton, hard coal at \$7.75 per ton, and wood at \$4.50 per cord. At St. Hyacinthe, anthracite retailed at \$12.50 and soft coal at from \$6 to \$7.75 per ton. Soft coal sold at \$8.50 per ton in Hull, as compared with \$7.50 last year.

*Ontario.*—Prices remained unchanged at Ottawa, dealers charging \$8.50 for anthracite, \$8 for half anthracite and half Welsh, and \$6.50 to \$7 for soft coal. Welsh anthracite was sold by the city at \$8. A slight increase in coal prices was reported at Kingston. Hard coal advanced to \$8 per ton at Belleville on December 18. Prices at Toronto remained normally unchanged, soft coal being readily obtainable at \$7 per ton, and hard coal in limited quantities at \$8 per ton. As high as \$15, however, was paid for anthracite during the month. The prevailing rate charged for anthracite during the early part of the month at Hamilton was \$8 per ton; this was later raised to \$10. In Brantford, prices remained at \$8 per ton for anthracite, 50 cents extra being charged for delivery by persons other than coal dealers. Hard coal sold at \$8 per ton in Guelph, dealers purchasing from independent operators in Pennsylvania being in a slightly better condition with regard to supplies, but being forced to sell at from \$10 to \$11 per ton. Wood is selling at from \$8 to \$10 for No. 1 hard, and at from \$6 to \$8 for No. 2. Prices of soft coal remained unchanged. In Stratford coal prices fluctuated very little, bituminous selling at

\$8 per ton and hard coal at the same figure in half-ton lots. Hard wood ranged from \$8.50 to \$10 per cord of 128 feet. At London, prices of hard coal remained at \$8 until December 22, when most of the dealers advanced it to \$10. Soft coal and wood prices remained the same. Coal prices remained stationary in St. Thomas at \$8 per ton. In Chatham, hard coal ranged from \$7 to \$8 per ton, and soft coal sold at \$7 per ton, and hard wood at \$7 per cord. Anthracite sold at \$7.50, and soft coal at from \$5.50 to \$6.50 in Windsor. Wood, of which there was an abundant supply, sold at \$3.50 to \$9 a cord, according to quality.

*Manitoba and the West.*—Fuel prices at Winnipeg showed only a slight variation during December. At the end of the month anthracite was being delivered at \$15 per ton. Lethbridge coal was quoted at \$8.50, and Souris at \$4.75, but no stocks were reported in the city. At Brandon, anthracite sold at \$16 per ton, Galt and Souris coal remaining unchanged. Cord wood advanced \$1 during the month, and is now selling at \$7 per cord. Prices in British Columbia remained unchanged.

### The Transportation Problem.

*Maritime Provinces.*—In Nova Scotia, the transportation problem was, on the whole, well met during the past month, the difficulty in the matter of supply being largely that of securing anthracite in New York. The sudden and unexpected close of navigation, however, is largely responsible for the coal stringency in Prince Edward Island, one steamer with a large cargo having left before being discharged, in fear of being caught in the ice. At St. John, N.B., the railways have not been able to handle the coal as quickly as the demand required, though the weekly arrival of a coal barge from Cape Breton did much to alleviate the situation.

*Quebec.*—The congestion of traffic on the railways does not seem to have affected the city of Quebec, though no more coal or wood is arriving at that point by water.

Sherbrooke was reported as having suffered somewhat from the confiscation of coal *en route* by the railway companies, and the few cars which the companies are able to place at the disposal of the dealers in St. Hyacinthe has added greatly to the difficulty of the situation. In Montreal, the transportation difficulty is one of the prominent ones in the situation, and the scarcity of cars is blamed as the cause of the shortage in Hull.

*Ontario.*—Ottawa dealers assert that lack of transportation facilities is the most commonly alleged reason on the part of the coal operators for not consigning more abundant supplies. Kingston, however, has not suffered from the transportation difficulty, though in Belleville the added charge of 50 cents per ton imposed on the 15th of the month was directly attributed by local dealers to lack of transportation facilities. So far as anthracite is concerned, the principal Toronto dealers are of the opinion that the railways are handling shipments fairly well under the circumstances, and are not to be held responsible for delays. In Hamilton, likewise, the question of transportation has not interfered with the arrival of coal, sufficient cars and boats being readily obtainable. Shipments from Buffalo to Brantford, however, were greatly delayed during the month, and in Guelph the scarcity of wood is largely attributed to a shortage of cars, the small supply of hard coal being also attributed to the same cause, though to a less degree. Similarly in Stratford, the scarcity of wood fuel only is attributed to lack of transportation facilities, no complaint in this respect in regard to the coal supply being registered. Several cars of soft coal were held by the G.T.R. at London during the month, owing to a shortage of coal on the railway, but were subsequently released. At St. Thomas the distribution of coal was not hampered by lack of transportation facilities, and at Chatham likewise, plenty of cars were available for fuel shipments. At Windsor, on the other hand, there was more or

less difficulty experienced throughout the month in obtaining the necessary number of cars.

*Manitoba and the West.*—Great difficulty was experienced at Winnipeg, both in procuring cars for coal shipments and in getting them hauled to Winnipeg after being once obtained. The rush of traffic on the railways also affected the fuel supply of Brandon during the month, and throughout the west generally it may be said that the moving of the exceptional harvest of 1902 and the large volume of business on the railways caused by the general prosperity, by causing an unprecedented demand upon the resources of the transportation companies, has added very materially to the difficulties of distributing an adequate fuel supply.

### Municipal and other Corporate Action.

*Maritime Provinces.*—In Charlottetown, the city council gave permission to the poor of the municipality during the month to haul away for fuel purposes the ruins of the city market house, which had been partially destroyed by fire. This was the only instance of municipal action with regard to the fuel situation reported to the department from the maritime provinces.

*Quebec.*—In the city of Quebec, no municipal action was taken. At a meeting of the employees of the provincial government, held on December 12, it was decided to appeal to the government to take action towards reducing the high price of coal, by purchasing from the mines and retailing it to the employees afterwards at cost price. Similarly in Sherbrooke, Three Rivers, St. Hyacinthe and Hull, no municipal action was taken. In Montreal various projects for municipal intervention were suggested, and the sum of \$10,000 was voted by the city council for the relief of the situation, the provincial legislature at its next session to be asked to make the action legal. The special civic committee appointed to deal with the fuel shortage question received several orders during the month. In reply to represen-

tations from the city of Montreal in favour of either cutting off altogether or materially decreasing the Intercolonial freight rate on coal from Nova Scotia hauled to Montreal for the poor of that city, the Minister of Railways replied that as the present rate was very materially below that of the reduced schedules of the privately-owned railroads, no further reduction was possible.

*Ontario.*—At Ottawa it was reported that the municipal supply of Welsh coal was nearly all sold out at the end of the month, and had given general satisfaction. No municipal action was reported at Kingston or Belleville. The Toronto municipal fuel yards did an extensive business throughout the month, the Welsh coal causing much dissatisfaction and many loads being returned. The practice of screening before delivery was therefore adopted and caused much improvement. On December 17 prices of municipal fuel at Toronto were as follows:—Dry hard wood, \$9 per cord; Welsh coal, screened, \$9 per ton; unscreened, \$8 per ton, and slack, \$5 per ton; Hocking Valley coal, screened, \$7 per ton; unscreened, \$6.50. Owing to the marked improvement in the general situation, several orders for fuel issued by the city of Toronto were cancelled towards the end of the month. The Hamilton municipal yards disposed of all coal on hand, and at the end of the month had wood alone to supply. The special committee of the Guelph city council was unable to supply any quantity of coal, and from Brantford, Stratford, St. Thomas, Chatham and Windsor no municipal action was reported. At London the city continues to sell hard wood at \$7.50 per cord in four-foot lengths.

*Manitoba and the West.*—The possibility of obtaining a supply of hard coal from Duluth was engaging the attention of the city council of Winnipeg at the close of the month, but no action had been taken up to January 1. The Brandon Board of Trade and the City Council addressed a memorandum to the railway companies re-

garding the fuel situation, and received replies from both the Canadian Northern and the Canadian Pacific promising that the utmost in the power of the companies would be done to alleviate the situation.

### The Outlook.

*Maritime Provinces.*—In Nova Scotia the outlook for the coming winter may be said on the whole to be favourable. The supply of coal in Charlottetown will be about 3,000 tons short. The prospect of the arrival at St. John of two schooners laden with coal from New York did much to brighten the situation at the close of the month.

*Quebec.*—The good sleighing reported in the neighbourhood of Quebec has greatly simplified the problem of an adequate wood supply for that city. In Sherbrooke anthracite will have to be supplemented by soft coal and wood throughout the winter, no scarcity of the two latter being reported. A consignment of coal is expected to arrive at Three Rivers during January. In St. Hyacinthe no definite statement as to the quantity of coal likely to be received was obtainable. In Montreal anxiety throughout the month as to the winter's coal supply was intense, no positive assurance being obtainable that even the present limited volume of supply would be maintained.

*Ontario.*—Ottawa reports no danger of a serious fuel famine, dealers being well supplied with soft coal, and an abundance of wood being available. The fact that consumers are refusing to buy soft coal is regarded as an indication that no real hardship is apprehended. At Kingston and Belleville, likewise, there is expected to be a sufficiency of fuel for the season. At Toronto, it is considered probable that if no unforeseen set-back occurs, conditions will continue to improve gradually, though a scarcity is likely to prevail during the remainder of the winter. While it will doubtless be easier later to fill orders, it is hardly expected that prices of anthracite in Toronto will fall below \$8 per ton this

season. In Hamilton, similarly, scarcity of coal is expected to prevail until spring, \$10 being regarded as the average price of anthracite and \$7 of bituminous, wood ranging from \$4 to \$8 per cord, according to quality. Small deliveries, but no real suffering in consequence, will prevail during the winter. In Brantford also it is expected that consumers will be able to secure small quantities of coal when required throughout the winter; the abundant deliveries of wood by farmers in the district have also relieved the situation very considerably. At Guelph private supplies are very reduced, and dealers are selling in only half-ton lots, and then only when shipments are received. There is no certainty of immediate relief, as the absence of snow has prevented the supply of wood being so abundant as the high price offered would otherwise have insured. Local dealers in Stratford expect to be able to supply their customers throughout the winter in small quantities. In London, the outlook is reported as much worse at the close of the month than at any time since the strike ended. In numerous cases coal fires have gone out, and the people have been forced to resort to wood and soft coal, orders for hard coal being supplied on an average two weeks after they are given. It is estimated that the amount of coal received during the month was not sufficient to give householders half a ton each. At St. Thomas, on the other hand, the outlook is not regarded as in any way serious, the city having been well supplied with coal before the strike began. With a few supplementary car loads and a careful system of distribution, the dealers expect to tide over the difficulty without serious inconvenience. Chatham coal and wood dealers expect to be able to supply all demands for coal; the excessive rainfall of the past summer season, however, has rendered the ground in the woods so soft that it is impossible to get out the wood cut last winter until the soil freezes. Comparatively speaking, the city of Windsor is well supplied for the coming season.

*Manitoba and the North-west.*—Winnipeg is wholly dependent upon the transportation companies for its fuel supply during the balance of the winter season, there being an abundance of wood for fuel purposes at the various points from which the supply for that city is usually derived. In the meantime the absence of stocks in the city is keeping up prices. Similarly the fuel situation at Brandon is dependent al-

most wholly upon the facilities of the transportation companies, anthracite being available at Fort William. Throughout the west the same situation on the whole prevails, it being generally expected that as the grain crop is moved more cars will be available for the purpose of supplying fuel of all kinds throughout the Territories.

## A PRACTICAL EXPERIMENT IN PROFIT SHARING AT VANCOUVER, B.C.

PROFIT sharing is a form of industrial remuneration which has not as yet received much attention in the Dominion of Canada. Here and there at different times it has been adopted by employers, and is at the present time a feature of a few industrial establishments in some of the provinces. Among the recent experiments the most important from a practical point of view is, doubtless, the system of profit sharing which has been introduced by the British Columbia Electric Railway Company, Limited, in connection with the company's business in Vancouver, B.C. Through the kindness of Mr. J. Buntzen, General Manager and Comptroller of this company, the Department of Labour has been favoured with an account of the system which has been introduced by the company, and is now in force.

To quote Mr. Buntzen's words, the arrangement in short, is as follows:—After the ordinary shareholders have received a four per cent dividend the balance of the profits available for dividends yearly will be divided as follows: two-thirds to the shareholders, and one-third to the employees. Every employee who has worked regularly for the company during the twelve months ending June 30 each year, will participate in the division, and the proportion of the profits will be divided equally among them.

### Official Statement.

In answering the request of the department for particulars as to the system of

profit sharing introduced by the company, the general manager was kind enough to state at some length the reasons underlying the adoption of this scheme by the company, and what the company, in conjunction with its employees, were hopeful of attaining as a result of its adoption. So clearly were these points set forth in the letter of the general manager, and so strongly did this letter appear to embody the spirit of good-will between employer and employee, which is not the least important factor in the successful working out of such practical experiments, or indeed of all attempts towards the successful harmonizing of the interests of labour and capital, that the department asked permission to quote the letter in full. With the kind consent of Mr. Buntzen, since obtained, the *Gazette* publishes herewith the letter in question. Coming, as it does, from one of the most important corporations in British Columbia, and carrying with it, as the writer states, the hearty approval of the directors of the company of the plan outlined, the letter will be the more appreciated by both employers and employees:—

### BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, LIMITED.

Head Office: Threadneedle House, 28-31 Bishops-gate St., Within, London, Eng. General Manager and Comptroller's Office, Vancouver, B.C.

Vancouver and Victoria:

Electric Railway, Telegraphic address: 'Lasant' London, Victoria  
Electric Lighting, and Vancouver.  
Electric Power.

New Westminster:

Electric Interurban and Atlantic Cable and  
City Railways. Directory Code.

VANCOUVER, B.C., Nov. 28, 1902.

"W. L. Mackenzie King, Esq.,  
Deputy Minister of Labour,  
Ottawa, Ont.

"DEAR SIR,—I beg to acknowledge receipt of your letters of the 11th instant, requesting information regarding the system of profit sharing recently introduced by our company.

#### **The Advantages of Profit Sharing.**

"The profit sharing idea is, of course, not a new one. It has been tried many times before, sometimes successfully, sometimes otherwise. But I am not aware that it has so far been attempted by a street railway company, although this particular class of business appears to offer a specially attractive field for its adoption. The men in charge of the street cars are to a great extent left to their own devices. To supervise their work continually is an impossibility, and even to inspect and check it occasionally requires a distasteful system of espionage. Still, on the spirit in which the men carry out their work hinges the success of the company very largely. I am not sanguine enough to imagine that a participation in profits will immediately change a careless man to a watchful one, and a lazy fellow to a hustler, but I do believe that, given a fair chance to prove what it amounts to, the system will gradually create a partnership feeling in the employees that will eventually make them take the same interest in the company's welfare as they would in their own business, for the simple reason that, having the proof in their pockets, they cannot help realizing that the company's welfare is their business.

"Attempts are being made by parties who do not believe in good relations between employees and employers to belittle the profit sharing idea by calling it wages sharing, and claiming that it is only granted by employers to get better work out of the men. Certainly, the system is based on the assumption that better and more careful work will be done, and that it will result in benefit to the employer. But if it

does, it also benefits the employee, and that is exactly where its strength lies. It is a system of mutual benefit, the only fair method of co-operation. Under the arrangement with our employees we pay them union wages for skilled labour, and best local wages for unskilled labour. If, in addition to getting best local wages for their work, our men receive a substantial cash bonus, it can hardly be denied that they are better off than those who receive no such bonus. And if they have really done better work than some others—with no longer working hours—is that something to reproach them for? Does it not add to the self respect of any decent man to feel that he is doing his duty well, and that he is paid not only for the quantity of his work, but also for its quality:

#### **The Arrangement Itself.**

"Shortly, our arrangement is as follows: After the ordinary shareholders have received a four per cent dividend the balance of profits available for dividends yearly will be divided as follows: two-thirds to the shareholders, one-third to the employees. Every employee who has worked regularly for the company during the twelve months ending June 30 each year, will participate in the division, and their proportion of the profits will be divided equally among them.

"Our arrangement being yet in its infancy, it is, of course, impossible to prophesy whether or not it will turn out a success. It is an experiment, heartily approved by our directors, and, I think, also by most of the men. If it is allowed to pursue its even course for three years I will venture to predict it a long and prosperous life.

#### **Reconciliation of Capital and Labour.**

"The principal cause of friction between employer and employee to-day is undoubtedly lack of mutual understanding and consideration. With proper understanding must come proper consideration. The employee must understand that capital is entitled to fair interest, and the employer must recognize that when he has had that

fair interest he owes it to the producers to give them a fair share in the success so largely due to their efforts.

"I may add that we have about two hundred regular employees, and that our men have an organization of their own which the management has recognized from its start. So far no differences have arisen that a quiet talk has not been able to ad-

just, without loss of dignity to either side, and without any break in our friendly relations.

"Trusting the above may prove of some interest to you, I remain,

"Yours respectfully,

"(Sgd.) J. BUNTZEN,  
"General Manager."

## THE AGRICULTURAL INDUSTRY IN PRINCE EDWARD ISLAND.

**D**URING the month of December, Bulletin No. XI. of the fourth census of Canada, 1901, presenting the census of agriculture in the province of Prince Edward Island, was issued to the public, the volume and classification of statistics therein contained being on a scale of accuracy and completeness not before achieved in a similar connection in Canada. The difficulty of securing this result in so complex an investigation as that undertaken by the census, where the number of cross entries in the process of compilation were necessarily so many, was very considerable. The bulletin, however, has been thoroughly revised, the original data at the disposal of the census, where apparently erroneous, having been corrected by supplementary information. In view of this feature of the report the following brief statement and rearrangement of its leading facts will be of interest to readers of the *Labour Gazette*. In the tables under which the various items of information are classified the term 'farm' is applied to all areas of five acres or over, areas of less acreage being classified as 'lots.'

### Agricultural Areas.

The total area of the island above tide level is 1,397,991 acres, and of this 85·44 per cent is occupied in farms and lots, the average size of the former being 90·74 acres, and of the latter 1·56 acres. There are 13,149 farms and 865 lots in the island. Over 97 per cent of the farms of the province are owned by the occupiers, the balance being leased or rented. Of the lots 84·52 per cent are owned. The land occu-

pied in lots is almost wholly in an improved state. In the case of farms, however, over 39 per cent is unimproved, 350,366 acres of this being in forest, and 117,857 acres in various conditions not fit for cultivation. Of the improved farm lands about 62 per cent is in field crop,  $\frac{1}{2}$  per cent in orchards and gardens, and the balance in pasture. There are only 28 acres of forest plantations in the island. The number of ornamental trees planted on the farms is 71,394, or an average of less than six for each farm. There were 15,137 occupiers of farm and lot holdings in 1891 as against 14,014 in 1901. The area in field crop also appears to be less than in the former census by 88,438 acres, but this and the greater number of occupiers is more than accounted for by a difference in the methods of compilations followed in the two years.

### Fruit Growing.

There are 3,199 acres in orchard in Prince Edward Island, or an increase of 64 acres in the decade. Of this all but 97 acres is on farms. There are 202,910 apple trees, 70,431 cherry trees, 27,480 plum trees, 1,962 pear trees, 749 grape vines, 163 peach trees, and 57,924 other fruit trees. The total yield in 1901 was 184,487 bushels; in the former census year it was 60,325 bushels. That this branch of the agricultural industry is in a growing state is thus clearly demonstrated, though no progress is reported in the cultivation of small fruits and vegetables, and vineyards have almost totally disappeared.

Field Crops.

The leading field crops of Prince Edward Island are hay, oats, wheat and potatoes. Of the whole area devoted to these crops in 1900, hay occupied 40·65 per cent, oats 36·74 per cent, wheat 9·45 per cent, and potatoes 7·46 per cent, or 94·3 per cent in all. The development of the dairying industry is responsible for the most noticeable changes under this heading since the former census. Hay and root crops have increased, and mixed grains and forage crops have also been introduced on an extensive scale. The ravages of the Colorado beetle, which first appeared in the Island about 1890, is said to be responsible in part for the decreased cultivation of potatoes.

The following table shows the average yield per acre of the principal crops for the harvests of 1890 and 1900 :—

	1900.	1890.
Spring wheat . . . . . bush.	17.45	13.72
Oats . . . . . “	27.73	19.00
Potatoes . . . . . “	149.30	162.50
Hay . . . . . ton	0.92	0'88

Live Stock and Animal Products.

Under live stock statistics, uniform gains over 1891 are reported. Milch cows show a gain of 10,588, and other horned cattle of 10,496. Horses under three years old and sheep alone show decreases. In poultry there are increases. The average Prince Edward Island farm possesses in round numbers the following quota of live stock: Horses, 3; milch cows, 4; other horned cattle, 4; sheep, 9; swine, 4; poultry, 43.

There are decreases reported since 1891 in the number of cattle and sheep killed, or sold for slaughter or export, but increases in the number of swine and poultry. The quantity of fine wool has doubled since the former census, the coarse woolled breed of sheep having decreased. The production of home-made butter has decreased as a result of the development of the factory system. The census shows a production of 2,426,251 dozen eggs, valued at about \$250,000, in 1900.

Agricultural Values.

The total value of land and buildings, in farms and lots, in the Island, herein enumerated for the first time, is \$23,118,946; of implements and machinery, \$2,628,787; of live stock, \$4,878,980; and of crops and animal products for the census year, \$7,467,663. The total value of farm property is thus \$30,434,089, of which, land and buildings together represent about 75 per cent. The average Prince Edward Island farm accordingly of 90·74 acres, as stated above, (of which 55·13 acres are on the average improved, and 35·6 unimproved) is valued at \$2,314, of which land and buildings make up \$1,748, implements and machinery, \$199, and live stock, \$367. According, therefore, to the estimated gross value of farm products for the census year, the average return from such a farm as that just described is \$564, or 24·36 per cent on the investment. Field crops on such a farm represented in 1900 62·45 per cent of the year's production, dairying products, 14·68 per cent; live stock, 9·11 per cent, and animal products, 7·52 per cent.

The following further statistics, on the subject of agricultural values, may be quoted verbatim from the bulletin:—

The average value of horses on farms per head is \$63.64; milch cows, \$22.04; other horned cattle, \$10.63; sheep, \$3.06; and swine, \$7.40; and the average value of horses per farm is \$161.45; milch cows, \$93.33; other horned cattle, \$45.36; sheep, \$29.17; swine, \$26.78; and poultry and bees, \$10.98.

In the value of dairy products is included the milk and cream sold to cheese and butter factories, amounting to \$464,032. There were in operation in the Island during the census year 47 factories, of which 27 made cheese and butter, 15 made cheese only, and five made butter only. The cheese product was 4,457,519 pounds, worth \$449,088, and the butter product 562,220 pounds, worth \$117,736, making a total value of \$566,824. In the former census year there were four cheese factories in the Island, and the total value of product was \$8,448.

The rent value of leased farms is 95 cents per acre, and the rate of wages for farm labour is \$3.68 per week, including board.

THE LIABILITY OF TRADE UNIONS.

What is probably the most important legal decision ever given in England regarding the rights and liabilities of trade unions was rendered during December in

what is generally known as the Taff Vale railway case.

### The Taff Vale Railway Case.

The trouble which eventually led to legal proceedings arose in August, 1901, when a strike took place amongst the employees of the Taff Vale Railway Company. In the following month the company asked for an injunction restraining the Amalgamated Society of Railway Servants, Bell, the general secretary of that organization, and Holmes, another official, from watching or besetting the company's works or the residences of any men who might be working for it, for the purpose of persuading or otherwise preventing them from so working for the company, or from procuring any persons who had or might enter into contracts with the company from breaking the same.

The Amalgamated Society of Railway Servants asked that its name should be struck out as a defendant in this proceeding, upon the ground that it was neither a corporation, an individual nor a partnership, and therefore could not be sued under that name.

### Liability to be Sued.

The judge before whom the matter first came decided that while a trade union was, strictly speaking, neither a corporation nor an individual, yet that the fact that Parliament had (by the Trade Union Act, 1876), given it the capacity to own property and to act by agents,—endowed it with two of the essential qualities of a corporation,—‘essential, I mean, in respect of liability for tort, for a corporation can only act by its agents, and can only be made to pay by means of its property.’

He therefore came to the conclusion that the Amalgamated Society of Railway Servants could be sued. Upon the merits of the case itself he also held that an injunction should be granted against it, Bell and Holmes (the admitted agents of the society), having illegally watched and beset men to prevent them from working for the company, and having illegally ordered

others to break their contracts with the company.

From this judgment the society appealed, and the Court of Appeal set aside the interim injunction granted by the first court, holding that a trade union could not be sued in its registered name.

From this decision the company then appealed to the House of Lords, which reversed the Court of Appeals and restored the judgment of the trial judge. The practical result of this litigation, therefore, was to establish that a trade union could be sued in its registered name, and that, if it was proved that a union had used illegal methods in carrying on a strike, its funds (for whatever purpose they might have been collected) could be levied on to satisfy a judgment obtained by the employer against whom such wrongful methods were employed.

(See report of this case in the *Labour Gazette*, September, 1901, at page 179.)

### A Verdict Obtained.

This point having been decided, the Taff Vale Railway Company proceeded with its action against the Amalgamated Society of Railway Servants and its officials. The company claimed that the society had caused the stoppage of work by intimidation and by picketing, and that its officials had induced employees to break their contracts. According to the cabled newspaper report of the trial the jury, without leaving the box, gave a verdict in favour of the company for \$140,000. The society is said to possess \$1,250,000, and, so far as can be gathered from the published statements of its officials, it has decided that the only course open to it is to pay the amount of the judgment. The case will be referred to later, when fuller reports of the trial have been received. The result is merely putting into practical operation what the House of Lords said might be done. Hereafter, apparently, the funds of a trade union will be the security for the reparation of any damage caused by any illegal action on its part in the conduct of a strike.

### Recent Cases.

It is worthy of notice that within the comparatively brief period of five years the legal rights of both employers and employees have been definitely established by the courts in England. In January, 1898, the House of Lords (by a divided judgment,—six to three), held that where A told B that if he did not dismiss C and others, certain other workmen would leave his employment, and B therefore dismissed C, the latter had no right of action against A. This was considered a signal victory for the trade unions, and marks the extreme limit of the decisions in their favour. It laid down the rule that so long as the act complained of was not in itself illegal the fact that its motive was malicious did not render it illegal.

(See report of *Allen vs. Flood*, *Labour Gazette*, September, 1901, page 179.)

But in 1901 the House of Lords in the case of *Quinn v. Leatham* (see the *Labour*

*Gazette*, October, 1901, page 239), held that where two or more members of a trade union induced people not to deal with a butcher because he employed non-union men, they would be responsible in damages to the butcher for the loss of business they had caused. In the judgment it was pointed out that the facts of this case were not analogous to those of *Allen v. Flood*,—for instance, in the latter case there was neither the combination of two or more persons, nor was there any intimidation. There is no doubt, however, that the result of *Quinn v. Leatham* was to greatly impair what many supposed to be the effect of *Allen v. Flood*.

In the same year the House of Lords decided that trade unions could be sued in their own name, and that their funds could be taken to satisfy damages; while the verdict above referred to offers the first illustration of a trade union being placed upon exactly the same financial responsibility as any ordinary corporation.

### TRADE DISPUTES FOR THE MONTH OF DECEMBER.

NO new trade disputes were reported to the Department of Labour as having occurred during the month of December, the fact being exceptional evidence of the good relations at present prevailing between employers and employees in Canada. Particulars regarding the strike of telephone linemen at Victoria, B.C., beginning on November 29, did not reach the department in time for publication in the December issue of the *Gazette*, and though belonging properly to the strike record for November, were therefore not included in the table for that month. Five men were involved in the strike in question, the main cause of which was alleged to be sympathy with the striking telephone operatives and linemen of Vancouver, B.C. Though the strike at Vancouver was ended on December 12, the Victoria disturbance was report-

ed as still in progress during the closing week of the month.

#### Disputes Commenced Prior to the Beginning of December.

Two disputes reported to the department prior to the beginning of December were settled during the month by direct negotiations between the parties concerned. Of these a strike of six female operatives of a knitting mill at Hamilton, Ont., which began on November 18, arose out of the introduction of a new system of cutting and work classification which, in the opinion of the operatives, materially reduced the weekly wage. The matter was amicably adjusted during the month, and the strikers returned to work. A more important strike in progress at the commencement of December was that of telephone oper-

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, No. 27

TRADE DISPUTES OF THE MONTH OF DECEMBER.  
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Establishments affected.	Approximate No. of Employees affected.	Date of com- mencement.	Date of termi- nation.	Result.
Ontario	Berlin	Wood workers	Objection by union to task work and other conditions.	1	58	Aug. 14		No settlement reported at end of month; but firm states orders being filled as usual.
Ontario	Toronto	Moulders	Refusal of company to grant increase of 15 per cent in wages and other demands, and alleged discrimination against union men.	1	30	" 16		No settlement reported at end of month.
Ontario	Hamilton	Leather workers	Reduction in price of piece work for stitching horse collars.	1	6	Oct. 13		No settlement reported at end of month, but the firm not inconvenienced, this being the slack season in collar-making.
Quebec	Quebec	Iron moulders	Demand by union for increase in wages from present minimum of \$1.75 to \$2.25 per day, and readjustment of rates paid to stoveplate moulders.	1	20	" 27		No settlement reported at end of month, but establishment running as usual.
Ontario	Hamilton	Hatters	Refusal of employers to discharge a non-union man and replace him with a member of the union.	1	8	Nov. 8		No settlement reported at end of month; establishment running, though very busy, with two new men on.
B. Columbia	Vancouver	Operators, linemen and repairers.	Demand of operators, according to class, for increased wages, shorter hours and recognition of the union.	1	8	" 26	Dec. 12	Union recognized and an increase in wages granted. For full text of settlement see report of Vancouver correspondent in present issue of the <i>Gazette</i> .
Ontario	Hamilton	Knitting mill employees (female)	The introduction of a new system of work classification, resulting in an alleged reduction of wages.	1	6	" 28		Amicably adjusted between the parties concerned.
B. Columbia	Victoria	Telephone linemen.	In sympathy with operators at Vancouver.	1	5	" 29		No settlement reported at end of month.

ators, linemen and repairers at Vancouver, B.C., beginning on November 26, which continued for over a fortnight and seriously inconvenienced the business community of the locality in question. The strike extended also to the New Westminster employees of the company, who quit work on November 28. The telephone linemen in Victoria, to the number of five, also struck on the 29th, in sympathy with the Vancouver union. Particulars as to the causes of the strike in question were published in the *Labour Gazette* for the month of December, and the full text of the terms of settlement finally agreed upon will be found in the report of the Vancouver correspondent of the *Gazette* in the present issue. During the course of the strike various negotiations looking to a settlement were set in motion, the most notable being an attempt on the part of a number of representative business men of Vancouver in the second week of its progress to secure at least a temporary operation of the service. A committee of aldermen appointed by the city council also conferred with the strikers and the directors of the telephone company. The matter was finally arranged by conferences between the employees and the directors of the company, the more important demands of the strikers being conceded. The question of linemen's wages was one of the most difficult points to settle, the union finally making a reduction of 20 cents in the amount demanded.

Five other disputes in progress at the beginning of the month were without final settlement at the end. The strike of Berlin woodworkers remains practically unchanged from last month, the firm filling orders as usual with a reduced staff. In the case of the strike of moulders at Toronto, though the establishment affected is running and most of the workmen appear to have secured places elsewhere, an active campaign is being maintained by the union against the products of the firm in question. The strike of iron moulders at Quebec is likewise practically unchanged from last month, the establishment affected running as usual. In the case of the strikes of the leather workers and hatters at Hamilton, both of the firms affected are running as usual, the hat factory, although very busy, continuing with two men in place of the eight men out on strike, and the firm affected by the leather workers' strike not being pressed with orders for horse collars, in the manufacture of which the striking employees were engaged. The *Echo-Chronicle* lock-out at Halifax, N.S., reported to the department in July last, has resulted in the office being filled with a non-union force, the papers being published continually without apparent embarrassment, the locked-out employees having either left the city or being employed in other establishments.

## GOVERNMENT CONTRACTS FOR THE MONTH OF DECEMBER.

(Information supplied by the Department of Public Works.)

The following is a list of the contracts awarded by the Department of Public Works, and which received the signature of both parties to them, during the month of December, together with the minimum rates of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract.

Construction of a Drill Hall, London, Ont. Date of Contract, December 6, 1902.  
Amount of contract, \$133,897.

### FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.
	Not less than the following rate :
Contractor's foreman, masonry work.. . . .	\$3 50 per day of 8 hours.
Contractor's foreman, bricklayer.. . . .	3 50 " 8 "
Contractor's foreman, carpenter work.. . . .	2 25 " 9 "
Masons.. . . .	2 00 " 8 "
Stonecutters.. . . .	3 00 " 8 "
Bricklayers.. . . .	3 00 " 8 "
Carpenters.. . . .	20 cts. per hour, 9 hours per day.
Stairbuilders.. . . .	22 " 9 "
Joiners.. . . .	22 " 9 "
Blacksmiths.. . . .	\$1 50 per day of 10 hours.
Builders' labourers.. . . .	1 60 " 8 "
Plasterers.. . . .	30 cts. per hour, 9 hours per day.
Plasterers' labourers.. . . .	20 " 9 "
Plumbers.. . . .	25 " 9 "
Gasfitters.. . . .	25 " 9 "
Steamfitters.. . . .	25 " 9 "
Painters and glaziers.. . . .	22½ " 9 "
Electricians.. . . .	\$2 00 per day of 9 hours.
Metal roofers.. . . .	1 50 " 9 "
Sheet metal workers.. . . .	1 50 " 9 "
Shinglers.. . . .	20 cts. per hour, 9 hours per day.
Lathers.. . . .	.02 per thousand.
Ordinary labourers.. . . .	\$1 50 per day of 10 hours.
Driver with one horse and cart.. . . .	3 00 " 10 "
Driver with two horses and wagon.. . . .	4 00 " 10 "
Driver with one horse.. . . .	3 00 " 10 "
Driver with two horses.. . . .	4 00 " 10 "
Time-keeper.. . . .	2 00 " 10 "

Extension to Wharf, Point Pelee Island, Ont. Date of contract, December 15, 1902. Amount of contract, \$3,500.

### FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.
	Not less than the following rate :
Contractor's foreman carpenter.. . . .	\$2 50 per day of 10 hours.
Carpenters.. . . .	1 50 " "
Blacksmiths.. . . .	1 25 " "
Blacksmiths' helpers.. . . .	1 00 " "
Ordinary labourers.. . . .	1 00 " "
Driver, with one horse and cart.. . . .	2 00 " "
Driver, with two horses.... . . .	3 00 " "

Construction of four Ice Piers, River St. Francis, Richmond, P.Q. Date of contract, December 27, 1902. Amount of contract, \$11,317.

### FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.
	Not less than the following rate :
Contractor's foreman carpenter.. . . .	\$2 50 per day of 10 hours.
Carpenters.. . . .	2 00 " "
Blacksmiths.. . . .	2 00 " "
Blacksmith's helper.. . . .	1 25 " "
Ordinary labourers.. . . .	1 25 " "
Driver with one horse and cart.. . . .	2 25 " "
Driver with two horses.. . . .	3 00 " "

## REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during December, 1902:—

## CANADIAN REPORT.

## Geographic Board Proceedings.

Fourth annual report of the Geographic Board of Canada for the year ending June 30, 1902, King's Printer, Ottawa; 16 pages.

The publication of the last report of the Geographic Board of Canada being delayed, and the edition printed being an unusually large one, the names were not again consolidated this year, but are published at once and separately. 6,300 names for the new map in preparation in the Department of the Interior were submitted to the Board and approved, with the exception of 427. Twelve meetings of the Board were held during the year.

## AMERICAN REPORT.

## New Hampshire Labour Statistics.

Fourth biennial report of the Bureau of Labour of the State of New Hampshire; Rumford Press; Concord; New Hampshire; 265 pages.

The opening article of this volume is devoted to a brief account of a few of New Hampshire's leading industries. This is followed by statistical tables in which figures are presented by industries, by average daily wage rate, and by counties and cities. An interesting sketch is also given of the creameries in operation in the state, while industrial and fire chronologies occupy two other sections of the report. Interesting articles are also devoted to highway statistics, manual training, and factory inspection, while strikes, labour legislation, labour organization and census statistics receive separate treatment.

## RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of cases affecting labour are taken from the latest law reports and other legal records of the different provinces of Canada:—

## QUEBEC CASES.

## Case of Contradictory Evidence.

G. Côté was employed by the Canadian Breweries, Ltd. On the 17th of April, 1901, while engaged in moving a bale of hops in that company's building, he fell and broke his leg. At the time he was handling a truck on which the bale had just been placed, and he alleged that he had started to wheel the truck, that one of the wheels came in contact with one of a number of bolts which protruded from the floor, that the shock caused the truck to swing violently around to one side, and that the shaft struck him and knocked him down, and that both truck and bale fell on him and broke his left leg. He therefore claimed that the accident was caused by the negligence of his employers, first, in not having the room properly lighted; secondly,

in allowing bolts to protrude in the way in which they did; and thirdly, in not having given him warning of the danger which he ran on account of the bolts. Côté therefore brought action against the Canadian Breweries, Ltd., for \$1,000 damages.

The employers denied negligence, and claimed that the accident was caused entirely by Côté's own carelessness. They admitted that there were some small bolts protruding from the floor, but denied that they had had anything to do with the accident.

The evidence given at the trial was contradictory, but Côté's own testimony was to the effect that the shock was caused by an obstruction of the right wheel; while in the opinion of the court the evidence showed that there was no bolt in any position where it could obstruct the right wheel. There was no other evidence in support of Côté's theory, but on the other hand other eye-witnesses of the accident testified

that his fall was not caused by any obstruction of the truck wheel, but that he slipped and fell while tilting the bale on to the truck, and before the latter had been set in motion.

Upon the whole, the court came to the conclusion that the accident could not be attributed to the fact that there were bolts protruding above the level of the floor in the room where it occurred; that being so, it was not necessary to decide whether there was or was not sufficient light to enable Coté to see the bolts, or whether he should have been warned to avoid them. The action was therefore dismissed.

(Coté vs. Canadian Breweries, Ltd. Judgment given in the Superior Court at Montreal by Mr. Justice Doherty, Dec. 27, 1902.)

### **Employee allowed to do Dangerous Work.**

F was employed by the Canadian Pacific Railway Company, and was working with V, both being under the orders of a foreman of the company. A drift pin was being driven in a boiler to act as a rivet. The point broke off under a heavy blow from the hammer, and hit F in the eye, of which he subsequently lost the use on account of this accident. F sued the company for \$999 damages, alleging that the accident was caused by its negligence or that of its foreman. The court came to the conclusion that the work which was being done at the time of the accident was of a very dangerous nature and that the company was negligent in not having had F duly warned of the risks incidental to such work. Judgment was therefore given in favour of F for the full amount claimed, together with the costs of the action.

(Foster vs. Canadian Pacific Railway Co. Judgment given in the Superior Court by Mr. Justice Trenholme, Jan. 2, 1903.)

Joseph Tremblay, who was employed by the corporation of Hull, was killed in that

city about two years ago by coming in contact with a live wire. His widow sued the city, alleging negligence on the part of the corporation, and asked \$3,000 damages for herself personally and \$5,000 as tutor to her minor children. The corporation denied that there had been any negligence on its part and claimed that the deceased was well aware of the ordinary danger to which his work made him liable, and that on account of its dangerous nature he received higher wages than would otherwise have been paid him. This was maintained and the court dismissed the action.

(Tremblay vs. City of Hull. Judgment delivered in the Superior Court by Mr. Justice Robidoux, December 10, 1902.)

The distinction between this and the previous case is that in the former instance the employee was not warned of the dangerous character of the work he was directed to do, and the employers were therefore liable for the accident. In the latter case, on the other hand, the employee had been told of the danger connected with the work he was doing, and was also paid for it accordingly.

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John Gilboy was employed by the Canada Rubber Company, and on January 21, 1901, while so employed his hand was crushed in a roller at which he was working in the company's factory. He sued the company, claiming \$6,000 damages, upon the ground that in one respect the roller at which he was working was broken. At the trial it was proved that the roller was in fact broken at the time, but it was not shown that this had caused the accident, and Gilboy's action was therefore dismissed.

(Gilboy vs. Canada Rubber Co. Judgment given in the Superior Court at Montreal, by Mr. Justice Doherty, December, 1902.)

DOMINION OF CANADA

# THE LABOUR GAZETTE

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THE DEPARTMENT OF LABOUR

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EDITOR:

W. L. MACKENZIE KING, M.A., LL.B.,

*Deputy Minister of Labour.*

ASSOCIATE EDITOR:

ROBERT H. COATS, B.A.

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Copies of Volumes 1 and 2 of the **LABOUR GAZETTE**, bound in cloth, may be obtained from the Department of Labour on payment of fifty cents (50c.) per volume, in advance. These volumes contain the numbers of the **GAZETTE** published during the fiscal years ending June, 1901, and June, 1902, respectively.

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THE ACCOUNTANT,

DEPARTMENT OF LABOUR,

OTTAWA,

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All communications addressed to the Department of Labour, Ottawa, Canada, may be sent free of postage from any part of the Dominion.

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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 8.

FEBRUARY, 1903

Price Three Cents

The LABOUR GAZETTE wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,

OTTAWA, February 15, 1903.

Publication is resumed in the present issue of the *Labour Gazette* of the articles dealing with the growth and present position of labour organization in Canada, and the wages and hours of railway employees in Canada. The first articles of these series were published in the September, 1902, issue of the *Gazette*, and continued in the October and December numbers.

Owing to the space required for the reviews in regard to industrial and labour conditions in Canada during 1902, the series was interrupted in the January number of the *Gazette*. The subject of labour organization has been already dealt with in so far as the maritime provinces and the province of Quebec are concerned. In the December number a descriptive account of the organizations existing in the province of Ontario was given. The present number contains a statistical account of the growth of organization in this province. Tables on the wages and hours of railway conductors, locomotive engineers and locomotive firemen have already been published in connection with the series of articles on the wages and hours of railway employees. In the

present number the series is continued with statistical tables on the rates of wages of baggagemen and brakemen. These tables are to be followed in succeeding numbers of the *Gazette* with others dealing with the rates of wages and hours of employment of maintenance-of-way men, yardmen, switchmen, freight handlers and telegraphers.

In the present number is introduced for the first time a review of important industrial inventions for which patents have been obtained from the Dominion government. Similar articles will appear as a regular feature of the *Gazette*. Where inventions are of very great importance a somewhat lengthy account will be given; in other cases mention only will be made in a general review. This feature is being introduced into the *Gazette* in compliance with requests which have been made by interested readers and subscribers, and while mentioning this, opportunity may again be taken of pointing out that the *Gazette* will at all times welcome suggestions whereby its columns can be made to serve more effectually the purposes for which they are intended.

A short article on the subject of agriculture in British Columbia also appears. It is based on statistical information contained in a census bulletin issued during the month by the Department of Agriculture.

The regular features of the *Gazette*, including the review of labour and industrial conditions during the preceding month, reports of correspondents from the important industrial centres of the Dominion, classification of the existing strikes and lock-outs, with particulars in reference to the same; a review of important blue-books and

other publications in regard to labour, and an account of recent legal decisions affecting labour are all features of the present issue.

During the month of January, Mr. W. W. Edgar, B.A., formerly of the Library of Parliament, was appointed a clerk in the Department of Labour.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JANUARY.

### I. GENERAL SUMMARY.

THE market for labour in Canada during the month of January was characterized to a degree by the quietness incidental to the time of year, the reaction from the activity of the Christmas and New Year holiday season, and the prevailing unfavourable weather having been main features in the general industrial situation. Conditions throughout the month, however, compared with those of the corresponding period of last year were very favourable. Though work in the customary out-of-door occupations was in most localities brought to a standstill, in others it was exceptionally active, and the lack of employment created by the season in these branches of industry was very largely alleviated by the beginning of operations in ice harvesting, unskilled labour having particularly benefited by the demand for workmen in this connection. Thus, while the building trades were generally quiet, in Hamilton, Toronto and other centres in Ontario, the month was as active as any in the past season. The metal trades were noticeably busy, and manufacturing generally reported satisfactory conditions and prospects. The work of snow shovelling in various cities also gave employment to large numbers of this class of workmen. The number of new labour disturbances reported to the department was 4, compared with double that number in January, 1902. Some instances of decreases in wages to common labour were reported, but carriage painters at Chatham, and members of the police department at Hamilton received increases. One instance of reduction of hours was reported to the department, namely, that of iron moulders at Vancouver and New Westminster, who, commencing with January, obtained a nine hour instead of a ten hour

day, with pay remaining the same. At Victoria, B.C., it was decided by vote of the municipality that 8 hours should henceforth constitute a day's labour for civic employees.

### General Industrial Activity.

In the agricultural industry conditions during the past month have been quiet, the chief interest centering in the marketing of the season's crops. Prices for agricultural products maintained on the whole a satisfactory level, the market for potatoes in Ontario and Quebec, and for oats in Manitoba, being particularly strong. By instruction of the Canadian Minister of Agriculture another distribution will be made in the spring of samples of the most productive sorts of grain to Canadian farmers for the improvement of seed. The distribution will consist of samples of oats, spring wheat, barley, Indian corn, and potatoes. The Thirty-sixth Annual Convention of the Dairymen's Association of Eastern Ontario was held in Ottawa beginning on January 17, and was attended by about 150 delegates.

The appointment of Mr. Ryley, M.P., for Victoria, B.C., in place of the late G. R. Maxwell on the Dominion commission of inquiry into the fisheries of British Columbia was announced on January 6. During the month the Dominion Commissioner of Fisheries received instructions to investigate conditions in the sardine fisheries off the coast of Nova Scotia, especially in the Digby district. According to an official return of the month there were 280 million eggs of salmon, whitefish, pickerel and lobsters hatched and placed in Canadian waters during the last fiscal year. Four new hatcheries were also built during the year,

and large shipments of salmon fry made to Australia and New Zealand.

The greater part of the 1903 cut of lumber of the Ottawa district mills has been sold, British buyers having contracted for a large part of the output. Prices are reported in the neighbourhood of ten per cent higher than last year. The production of deals in the Ottawa valley, it is expected, will be less than in 1902.

In the mining industry an event of importance was the issuing on January 5, by the Department of Mines of British Columbia, of the report of the official commission on the Fernie coal mines explosion in May last. The mineralogist of the department states that the most tenable theory is that it was an explosion of gas, or of gas and dust, of which the cause almost certainly was from a naked light. He recommends more watering regulations, and the establishment of better means of determining the condition of the mines. The second commissioner is of the opinion that the dry and dusty condition of the rooms on the level affected, and the uncovering of the blower in the roof of the level on the afternoon of May 22 constituted the combination of dangers. He recommends more watering regulations, and better means of determining the condition of the mines. The third commissioner assigns the cause of the explosion to a miner's safety lamp or from the striking of a match. He advises the use of dust-tight cars and thorough watering.

Manufacturing throughout Canada, especially in the province of Ontario, was generally active during January in view of the favourable prospects reported for the coming spring season.

### Earnings of Transportation Companies.

It was estimated during the month that the three great railway systems of Canada, the Canadian Pacific, the Grand Trunk and Intercolonial railways, earned during 1902 some \$75,675,842, the largest ever recorded in the history of Canadian railways. Favourable as the showing is, it is conceded

that the total would have been materially advanced had the companies been in a position to handle all the freight that was offered. The business of transportation in fact was limited only by the capacity of the rolling stock and motive power of the companies, and every prospect for the coming few months points to continued activity. Of the total mentioned above the Canadian Pacific Railway Company earned from all sources last year about \$39,584,000, as against \$34,053,000 in 1901. The Grand Trunk Railway Company's gross earnings amounted to \$30,036,479, as compared with \$28,954,000 in 1901. The gross earnings of the Intercolonial from January to November 30, were \$5,555,368, to which must be added the earnings of December, estimated at about \$500,000. The gain of the Intercolonial during the first half of the present fiscal year is estimated at \$383,981. In estimating the general earnings of the Canadian Pacific Railway the figures quoted above are inclusive of railway, steamship, telegraph and hotel earnings, but not of the revenue derived from land sales, from which the company received \$8,140,000 during the year, as against \$2,640,000 in 1901. Concurrent with these advances there have been very material increases in the facilities of all three railways, and in the numbers of men employed. Approximately speaking, the following is a statement of the orders for rolling stock given by the various companies during the year:—

Canadian Pacific—Freight cars, 2,054 box, 80,000 pounds capacity; 1,000 box, 60,000 pounds; 100 ore, 60,000 pounds; 118 stock, 60,000 pounds; 119 caboose; 1,500 flat, 60,000 pounds; 100 coal, 80,000 pounds; 100 refrigerator, 60,000 pounds. Passenger cars, 17 boarding, 1 observation, 6 baggage, 50 coaches, 6 sleepers, 14 Pullman coaches, 4 diners, 11 baggage. Engines, 78 compound, 66 simple.

Grand Trunk Railway—Freight cars, 1,379 of 60,000 pounds capacity, 2,000 box, 60,000 pounds; 122 coal, 80,000. Passenger cars, 15 coaches, 10 baggage. Locomotives, 35 compound, 5 simple.

Intercolonial Railway—Freight cars, 250 box, 60,000 pounds capacity. Engines, 27 simple.

Canadian Northern—Freight cars, 400 box, 60,000 pounds capacity. Passenger, 1 dining, 3 sleepers, 4 coaches, 2 tourist. Locomotives, 20 simple.

Algoma Central—Freight cars, 200 flat, 80,000 pounds capacity; 100 box, 80,000 pounds. Engines, 4 simple.

Rapid progress is being made with the work of construction on the Temiskaming railway, over 1,200 men being employed at grading. Work will not be stopped during the winter months. During the month the work of moving the western crops was actively continued, the amount of grain brought down by the all-rail route for shipment at St. John, N.B., being noticeably increased. The question of freight rates in the west, especially in the matter of the distinctions made between eastbound and westbound freights west of Winnipeg, was considerably discussed.

### Foreign Trade.

Trade returns of the Dominion for the six months ended December 31, show an aggregate foreign trade amounting to \$231,342,201, compared with \$213,231,609 for the same period of 1901, or an increase of \$18,110,592. The trade of the six months in question, accordingly, is about eleven millions greater than for the whole of the year 1896, the increase being fairly well divided between imports and exports. The details for the period are as follows:—

Imports.		1901.	1902.
Dutiable goods.. . . .	\$	56,936,189	\$ 64,582,101
Free goods.. . . .		38,627,997	38,619,513
Coin and bullion.. . . .		4,098,663	2,839,121
	\$	99,662,849	\$ 106,040,735
Duty collected.. . . .		15,678,543	17,814,116
Exports.			
Domestic.... . . . .	\$	113,568,760	\$ 125,301,466
Foreign.. . . . .		10,471,062	7,396,554
Coin and bullion . . . .		1,500,272	284,721
	\$	125,540,094	\$ 132,982,741

Exports show a decrease in the produce of the mine of about three million dollars, and of about one million dollars in the fisheries. Forest wealth, on the other hand, shows an increase of over three millions; animals and their produce of over seven millions; and manufactures of nearly one million. For the month of December there was an increase in imports over December, 1901, of about one million and a half, and in exports of about five million dollars.

The improvement in lights and warnings being effected in the St. Lawrence and the

Bay of Fundy by the Canadian Department of Marine are expected to very materially benefit the shipping trade of the country. In this connection attention should be directed to the volume of winter business reported in January from the port of St. John. Imports for the Canadian market are being brought in more and more by steamers running to and from Canadian ports, a feature of special importance to the transportation companies in the way of providing return cargoes for the cars employed in the export trade.

### Imperial Trade Prospects.

A recent report received from the Dominion trade agent in South Africa alludes particularly to openings for Canadian boots and shoes, lumber, flour, vegetables, butter, carriages, rolling stock, and agricultural implements. Tanners and woollen manufacturers in the Dominion, it is advised, should arrange to secure hides and wool by direct steamer to Canada, instead of purchasing the same materials in the London market. A report received by the Department of Trade and Commerce from the Canadian commercial agent in Jamaica states that Ontario brands of flour are finding a ready market in the island, but that the general trade with Jamaica requires better methods of shipment, especially in the matter of the size of packages.

### Dominion Revenue.

For the six months ended December 31, the revenue of Canada on account of Consolidated Fund amounted to \$31,262,862, a surplus over all expenditures combined of \$7,589,199, and over ordinary expenditure alone of \$11,713,174. Compared with the same period of 1901, the revenue shows a gain of \$3,579,007, the increase in ordinary expenditure during the period being \$467,457. Capital expenditure amounted to \$4,123,975, or \$2,577,233 less than for the first six months of the previous fiscal year. A decrease of \$1,510,270 was made in the public debt. The following table gives a comparative statement of the revenue and expenditure of the two periods:—

Total to December 31.		
Revenue.	1901.	1902.
Customs . . . . .	\$ 15,810,647	\$ 18,018,520
Excise . . . . .	5,787,957	6,127,616
Post office . . . . .	1,685,000	1,905,000
Public works, including railways . . . . .	3,196,805	3,732,776
Miscellaneous . . . . .	1,203,444	1,478,949
Total . . . . .	\$ 27,683,855	\$ 31,262,862
Expenditure . . . . .	19,082,731	19,549,688
Capital Expenditure.		
Public works, railways and canals . . . . .	\$ 4,446,677	\$ 2,778,991
Dominion Lands . . . .	129,419	140,855
Militia, capital . . . .	40,694	43,879
Railway subsidies . . . .	1,642,381	802,308
Bounty on iron and steel . . . . .	269,318	182,470
South African contin- gent . . . . .	173,054	176,566
North-west Territories rebellion . . . . .	337	1,096
Total . . . . .	\$ 6,701,208	\$ 4,123,975

From the above table it will be seen that the revenue for the six months in question was nearly as great as for the whole year of 1895, the total for the latter period being \$33,978,129.47.

### Domestic Trade.

There has been a natural reaction throughout the country from the activity of the holiday trade of the closing weeks of December, which was the heaviest ever experienced in the Dominion. The effect, however, on future domestic trade prospects has been most favourable, retailers on the whole having carried over very small stocks from last year, and profits having been exceptionally satisfactory. Supplies of all sorts of staple goods, it is expected, will have to be increased, owing largely to the prosperity of western Canada, and to the increased population in that section of the country. Pending shipments of goods to meet these demands the sorting trade, towards the close of the month, was active. Weather conditions throughout January were on the whole beneficial to trade. Payments were well kept up, and developments in the money markets were generally of a favourable character.

### Expansion in Canadian Banking.

A feature of special significance in connection with the increased volume of Canadian domestic and foreign trade has been

the extent to which the various chartered banks of Canada have extended their facilities during the past year. In addition to the establishment of two new chartered institutions with branches throughout the country, the banks already in existence opened new branches on a scale not equalled before within a similar space of time. This extension of branches was most prominent in Ontario, with Manitoba a close second. The following statement with regard to the establishment of branches by leading Canadian banks during 1902 is of interest as showing the development of the banking business in different parts of the country:

Canadian Bank of Commerce—Ladysmith, B.C.; Carman, Dauphin, Elgin, Gilbert Plains, Grandview, Neepawa, Swan River, Treherne, Manitoba; Calgary, Edmonton, Medicine Hat, Moosomin, North-west Territories; Wiarton, Ont.; Sydney, N.S.

Traders' Bank—Lakelfield, Prescott, Rodney, Schomberg, Woodstock, Ont.

Bank of Toronto—Creemore, Elmvale, Millbrook, Sudbury, Thornbury, Ont.; Gaspé Basin, Quebec; Oakville, Ont.

Imperial Bank—North Bay, Cranbrook, Victoria, B.C., Wetaskiwin, Man.

Ontario Bank—Carlton Street, Toronto; Collingwood, Ont.

Dominion Bank—Boissegvain, Brandon, Deloraine, Grenfell, Selkirk, Man.; Sandon, B.C.

Standard Bank—Beaverton, Lucan, Parkhill, Orono, Ont.; Bay Street, Toronto.

Union Bank—Arcola, High River, Cardston, Okotoks, Medicine Hat, Qu'Appelle, Pincher Creek, Sinaluta, Wolseley, Wapella, Frank, Oxbow, Didsbury, Fort Saskatchewan, N.W.T.; Birtle, Rapid City, Cypress River, Shoal Lake, Minnedosa, Russell, Man.

Metropolitan Bank—Petrolia, Peterborough, East Toronto; College and Bathurst streets, Dundas and Arthur streets, Toronto.

Sovereign Bank—Amherstburg, Crediton, Exeter, Milverton, Mount Albert, Newmarket, Ottawa, Perth, St. Catharines, Stirling, Stouffville, Sutton, Waterloo, Unionville and Clinton, Ont.

Bank of Nova Scotia—Hamilton.

Merchants Bank of Canada—Beauharnois, Que.; Cardiff, Assa.; Crediton, Ont.; Creemore, Ont.; Little Current, Ont.; Leduc, Alberta, McGregor, Man.; Meaford, Ont.; Morrice, Man.; Oak Lake, Man.; Red Deer, Alberta and White-wood, Assa.

Bank of Hamilton—Miami, Man.; Dunnville, Hagersville; Indian Head, Manitou, Minnedosa, Stonewall, Saskatoon, Man., and others.

Bank of Montreal—Collingwood, Paris; Raymond, N.W.T., and one in Newfoundland.

At a special meeting of shareholders of the Bank of Montreal, held in January, it was resolved to increase the capital stock by \$2,000,000, divided into 10,000 shares of \$200 each. It was also decided to apply to Parliament for permission to subdivide the

capital stock into shares of the par value of \$100 each.

### The Immigration Movement.

The annual report of the Department of the Interior for the fiscal year ended June 30, 1902, appeared during the month of January, and a large share of its space was devoted to the subject of immigration. The surest indication that the settlers brought in under the auspices of the government of Canada during the past three or four years are of a desirable class is regarded to be the fact that they have proved self-sustaining, and are gradually becoming merged with the population already engaged in farming in western Canada. No case of distress or actual want on the part of new arrivals came to the knowledge of the department during the year. As compared with 1901 the per capita cost of immigrants during 1902 was as follows:—

	1901.	1902.
Continental....	\$ 2 65	\$ 2 44
British.....	9 58	7 01
United States..	7 96	6 74
Average.....	6 11	5 29

Including the expense of looking after settlers already in Canada the average per capita cost was \$7.34 in 1902, or a reduction of about \$1 as compared with 1901. As a further proof of the general satisfactoriness of the class of people brought in as immigrants, the fact is adduced that the increased settlement within the last two years has so increased the demand for holdings as to cause the price of land and scrip to more than double in value. 'The agricultural capability of Manitoba and the Territories,' says the report, 'are now questioned by none.' The influx of practical agriculturists from the western states is pointed to as further evidence that the utmost confidence now exists as to the suitability of western Canada as a field for settlement. With regard to the Yukon the report asserts that the day of inflated and extravagant prices in that territory would appear to be passed, and that the district may now be said to have entered upon an era of steady progress and improvement. 'The mineral resources of the territory, far

from showing signs of exhaustion, are only now beginning to be understood, and those who have given them careful study, backed by experience in other gold fields, pronounce them to be practically inexhaustible.'

Statistics published by the British Board of Trade in January drew attention to the fact that although the United States received considerably more immigrants of British origin than Canada, the latter obtains almost all the British agriculturists who come to this continent. Of the 27,259 immigrants from the British Islands who came to Canada last year, the great majority were farmers, or farm labourers, their families and domestic servants. Notwithstanding this fact, however, the Colonization Department of the Ontario government reported itself as being in daily receipt of applications from farmers throughout the province for British labourers suitable for work on farms. It was announced also during the month that the 2,000 British farmers and agricultural labourers who are to settle at Saskatoon will sail on March 21. The immigration branch of the High Commissioner's office continued to be crowded daily during January with inquiries as to conditions in Canada as a field for immigration.

The report on juvenile immigration into Ontario for the last year, issued by the Superintendent of Neglected Children, shows the total number imported to be 1,256, compared with 1,165 last year. Only two serious crimes were attributed to children of this class during the year, owing largely, in the opinion of the superintendent, to the rigid inspection system now enforced by the Ontario government agent in Great Britain. In addition to this provision, each child, under the new regulation must spend a period in one of the old country homes before being allowed to sail for this country.

### The Settlement of the West.

The report of the Department of the Interior already mentioned shows that the largest companies holding land grants from the government, sold among them last year,

2,261,795 acres, or 1,580,768 acres in excess of the sales of 1901. The combined area of lands disposed of by the department, under homestead entry, sale and in reduction of half-breed scrip, and by the railway companies amounted to 4,954,847 acres. The fact that in 1896 only 108,616 acres of land were sold by companies, and only 1,857 homestead entries were recorded by the department, whereas last year 2,201,775 acres were sold by companies, and 14,663 entries granted by the department is additional evidence of the enormous development in the movement for the settlement of the west which has taken place during the past six years.

Although the year 1901 was considered remarkable in the business transactions of the land department of the Canadian Pacific Railway Company, the year recently closed exceeded the earlier record by nearly six million dollars. The sales for the month of December alone totalled 577,382 acres for \$1,683,289.45, as against 131,151 acres for \$403,261.78 in December, 1901. For the year 1902 the sales were 2,420,000 acres for \$8,140,000 as against 831,922 acres for \$2,640,000 in 1901. The increase in acreage sold, accordingly, amounted to 1,588,078 acres. The Canada North-west Lands Company's sales showed only a slight increase for December, but were four times as large for the year as during 1901. During the past month sales by this company amounted to 25,458 acres for \$415,940, as against 24,490 acres for \$102,450 during 1901.

Customs returns for the port of Winni-

peg for December, 1902, were \$139,283.88, while the figures for 1901 were \$92,091. This is the largest increase in the history of the port, and may be cited as significant of the progress of development in western Canada.

### Notes.

Representatives of the Lord's Day Alliance and of the Dominion Trades Congress interviewed different members of the Dominion Cabinet on January 10, with a view to promoting the observance of the Sabbath in various branches of work under federal control.

The annual report of the assessment commissioner of the city of Ottawa shows the total assessment of the city to be \$29,362,495, an increase over that of 1901 of \$1,941,755. Land values show an increase of \$763,935; improvements an increase of \$1,160,370; and income and personal an increase of \$17,450.

Returns of building operations carried on in Toronto during 1902 show the amount of building in that city to have been on a scale never before equalled. Permits to the aggregate value of \$3,834,923 were issued, but as the permit for the King Edward Hotel, which was built this year was issued in December, 1901, the total value of buildings erected during the season was at least \$1,000,000 higher than that figure. The largest total for a year prior to 1902 was \$4,390,900 in 1891. Returns from various other cities of the Dominion show proportional increases.

## II. REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. T. W. Smith, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month of January has been a very good one for the season of the year, and in point of general activity exceeded that of the previous month. The weather, however, was very severe. Had it not been for

this circumstance, the season would have surpassed any for years past. The building trades are beginning to relax, although considerable construction work is being carried on. Wharf labourers, coal handlers, and kindred occupations have had a splendid month, the exceptional activity in these lines being caused by an unusually large number of ocean liners arriving at this port. Painters have also had a splendid

month for the season, and the outlook is bright. The printing trade retains its activity, and the general outlook is one of good promise. Wholesale trade is about normal, and retailers report business fairly good. A movement is on foot, instituted by the Trades and Labour Council, which has for its object the raising of the wages paid by the Imperial government on its various works in the district to the standard of wages paid by local contractors.

#### CONDITION OF LOCAL INDUSTRIES.

The *fishing industry* has been normal, but the very rough weather has prevented activity in this industry.

*Lumbering, manufacturing and mining*, particularly the last named, are reported to have had a busy month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons, carpenters and joiners are fairly active. Lathers and plasterers report conditions normal. Painters are having a good season. Plumbers are busy. Stonecutters are fairly active. Builders' labourers report work normal.

*Metal, engineering and shipbuilding trades.*—Iron moulders are busy. Machinists report work dull. Electrical workers are fairly active. Blacksmiths are busy. Boilermakers find work scarce. Shipwrights and caulkers are normally employed. Horseshoers are very busy.

*Woodworking and furnishing trades.*—Woodworkers, upholsterers and carriage makers report work fairly good. Coopers are busy.

*Printing and allied trades.*—Printers continue to be busy, with the outlook promising. Pressmen also report plenty of work.

*Miscellaneous.*—Barbers and laundry workers report activity in these lines.

*Transport.*—Railroad and steamship men report work plentiful. Ship labourers and longshoremen have enjoyed a very active month. Street railway employees report work brisk. Teamsters and expressmen are busy.

*Unskilled labour.*—This class has been very active.

#### DISTRICT NOTES.

*River John.*—The Gammon freestone quarries were sold on the 22nd instant, a Nova Scotia syndicate being the purchasers; the latter will install a new steam plant.

*Kentville.*—The local carriage factory increased its capital stock \$200,000, and advanced its paid-up stock from \$50,000 to \$100,000.

*Inverness.*—Mining developments in Inverness county are active.

*Weymouth.*—There are at present about 200 men employed at Weymouth in the lumber woods and in the pulp mills. One mill is running one shift daily. They are making about 200 bales per day, while the other is turning out about 800 bales per day. The capacity of the first is about 600 daily, and the latter about 1,000. Business is very brisk, not a man being idle at the present time. Lumbering operations are well under way, and there are two cargoes of lumber here ready for shipment. G. D. Campbell & Co. have shipped about 15,000,000 feet during the last season.

#### CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market, especially in out-door work, was very quiet during January, a usual condition in Prince Edward Island in mid-winter. Building operations were practically at a standstill, and the severe weather caused a suspension of construction on the Southern Railway. The irregularity of transportation was increased by the detention in the ice for three weeks of one of the winter steamers, leaving the burden of carrying all the freight, mails and passengers upon the other one. Delays in the mails caused inconvenience in business circles, but the Postal Department, at Ottawa, has made arrangements to re-establish

the special train service, whereby the grievance will be to a large extent remedied. Altogether the volume of wholesale business was not so large as in December, though retail trade was active. There were no changes in rates of wages, or hours of labour.

#### CONDITION OF LOCAL INDUSTRIES.

*Agricultural operations* have been confined principally to the feeding of stock, cutting and hauling fire wood, and hauling mussel mud.

Large shipments of live hogs, and a number of cattle were made to the Dominion Packing Company, the large industrial enterprise which is to be enlarged and extended in the spring.

A considerable quantity of frozen smelts and eels were shipped to the United States, but there was no other fishing. The lobstermen were busy making traps and getting material ready for the spring.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have had very little work. Carpenters and joiners have been fairly busy. Lathers and plasterers have been idle. Painters, decorators and paperhangers have found work dull. Plumbers report a fair month. Gas and steamfitters have been fairly busy.

*Metal, engineering and shipbuilding trades.*—Moulders, iron workers and helpers, have been busy. Blacksmiths have also been busy.

*Woodworking and furnishing trades.*—Woodworkers and upholsterers have been fairly busy. Coopers have been busy.

*Printing and allied trades.*—Printers have been busy, also bookbinders.

*Clothing trades.*—Journeyman tailors have been fairly busy.

*Food and tobacco preparation.*—Tobacco workers have had a fair month.

*Leather trades.*—Tanners, curriers, and saddlers, have been busy.

*Transport.*—The work of freight handling has been mainly confined to one port

on the Island, viz., Georgetown, where the men have found considerable work in connection with the winter boat ss. *Minto*.

#### ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during January, although the severe cold weather interfered to a certain extent with the building trades, especially with bricklayers and masons. Carpenters have been very steadily employed, a large number securing work on the steamers in fitting them up for the shipment of cattle. The supply of men, however, has been equal to the demand. The prospects for next summer look bright for the building trades, as several large buildings are to be constructed, among which may be mentioned the I. C. R. round house, the Carnegie library, a large tea warehouse 104 by 60 feet, improvements on the General Public Hospital, to cost \$25,000, an extension to the St. John iron foundry, improvements to the C.P.R. yard at Bay Shore, and the building of a large storehouse. It is thought probable also, that a large pork packing establishment will be erected at an early date. The directors of the MacAdamite Company have decided to build a factory in this city, and a single story wooden structure, 40 by 80 feet, will be commenced at once. The Street Railway Co. intends to make an extension to its line during the early summer. The Merritt Bros. Co., Ltd., is seeking incorporation to carry on the business of Merritt Bros. & Co., with a capital stock of \$25,000, in 250 shares of \$100 each. Bank clearings for the month of January were \$4,055,337; for the corresponding month last year they were \$3,008,034, being \$1,047,303 in excess of 1902, and \$60,677 less than December of last year. The Poole Pottery Company's establishment on the Lock Lomond road was destroyed by fire on January 23, throwing fifteen persons out of employment. The loss is estimated at \$17,000; insurance, \$6,500.

## CONDITION OF LOCAL INDUSTRIES.

Owing to the rough weather the *fishing industry* is very dull. Retail prices are : Salmon (frozen), 18 to 25 cents per lb.; halibut, 12 to 15 per lb.; codfish and had-dock, 4 to 5 cents per lb.; smelts, 8 to 10 cents per lb.; herring (bay), 18 cents per dozen; herring (Newfoundland), 24 cents per dozen; finnan haddies, 8 cents per lb.; bloaters, 18 to 24 cents per dozen; kippered herring, 20 to 25 cents per dozen; salt her-ring, 20 to 30 cents per dozen; spring mack-erel, 10 cents each; fall mackerel, 25 cents each; tongues and sounds, 7 cents per lb.; oysters, 60 to 70 cents per quart; clams, 15 cents per quart; lobsters, 18 to 25 cents each.

It is estimated that the *lumber cut* on the north-west and south-west Miramichi this season will be 117,000,000 feet. Last year there were 120,000,000 feet rafted.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and ma-sons report business dull, the cold weather interfering with outside work. Carpenters and joiners are fairly well employed. Paint-ers and decorators report fair conditions. Plumbers are busy. Stonecutters are fair-ly busy. Builders' labourers are dull.

*Metal, engineering and shipbuilding trades.*—Iron moulders are well employed. Machinists and engineers report conditions fair. Electrical workers, linemen, black-smiths and boilermakers are active. Horse-shoers are busy.

*Woodworking and furnishing trades.*—Woodworkers are busy. Shingle weavers are dull.

*Printing and allied trades.*—Printers and pressmen are all employed. Bookbinders continue busy.

*Clothing trades.*—Journeyman tailors re-port work fair.

*Food and tobacco preparation.*—Cigar makers are busy.

*Miscellaneous.*—Broom makers continue active.

*Transport.*—Railroad trackmen and freight handlers are very busy. Ship la-bourers are well employed. Teamsters and carters have been kept busy hauling ice and coal.

## DISTRICT NOTES.

*Central Norton.*—Hard coal deposits have recently been discovered in this region, and a company has been formed to mine them. The deposit is on the Kennebecasis river, and a vein of twenty-seven feet has been uncovered.

*Dalhousie.*—Application is being made for the incorporation of the Dalhousie Lumber Company, Limited, with a capital of \$300,000, divided into 3,000 shares of \$100 each. The intention is to purchase lumber lands on the Restigouche.

*Grand Bay.*—Letters patent have been issued incorporating the Thompson Manu-facturing Company, with a capital stock of \$40,000.

*Newcastle.*—Incorporation is being sought by the Aluminum Production Com-pany of New Brunswick, Limited, with a capital of \$1,000,000. The chief place of business will be Newcastle, Queen's County.

## QUEBEC, QUE., AND DISTRICT.

*Messrs. Ed. Little and P. J. Jobin, Cor-respondents,* report as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general has not made as good a month in January as in December, owing largely to the reaction from the activity of the holiday season and the prevailing cold weather, which has hindered outside work. The harvesting of the ice crop is in full operation, the ice averaging about fifteen inches in thickness. The fitting up of vessels for the coming navigation sea-son has also been begun, and the recon-struction of the Victoria Hotel commenced, the new building being estimated to cost \$200,000. The school of arts and manufac-tures at the request of the local Trades Council opened an additional class for printers on the 12th of the month.

## CONDITION OF LOCAL INDUSTRIES.

*Farmers* are actively employed hauling firewood into the city and are finding a ready sale at good prices.

Reports from the *lumber camps* indicate that the cut of the present season will exceed that of the past year. The various camps are now in full operation. The quantity of snow that has fallen having proved sufficient for good roads without causing inconvenience.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—The month on the whole has been unfavourable. Masons, bricklayers, lathers, plasterers and joiners are suffering to a greater or less degree from lack of employment.

*Metal, engineering and shipbuilding trades.*—In the iron working trades work has been slack.

*Printing and allied trades.*—Printers and pressmen are all employed. Bookbinders are fairly busy.

*Clothing trades.*—The boot and shoe factories had a busy month, all working full time and in two cases overtime.

*Food and tobacco preparation.*—Ice cutters and drivers are very busy. Cigar-makers report trade good.

*Leather trades.*—Tanners and curriers have been busy.

*Unskilled labour.*—The harvesting of ice and employment at snow shovelling have caused the market for unskilled labour to be favourable during the month. Trenching for the extension of drainage in Ste. Cyrille street, on the Plains of Abraham park, and on the Champlain street rock, has also given employment on a considerable scale to common labour.

## SHERBROOKE, QUE., AND DISTRICT.

*Mr. H. Logie, Correspondent*, reports as follows :—

## GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during the month of January has been fairly active. Un-

skilled labour, which at this time of the year suffers most, has been in good demand. The corporation has given employment to a number of men clearing the streets, and many find ready employment in the lumber camps, where high wages are offered. Sherbrooke has very few unemployed. The annual report of the Provincial Relief Committee submitted to the city council this month says : ' The past year has been a favourable one for general business, and remunerative employment has been in command. Therefore the calls upon the department have been below the average, and the expenditure for relief has been less than in any former years.' Bricklayers and others connected with the outside building trades have had a good deal of broken time during January. Other industries are well employed. The Crocker Bros., of Pittsburg, Mass., manufacturers of pulp and paper machinery, leased premises in the city with the view to starting up a branch of its concern in this city. The machine shops are very busy, and in the Rand Drill a night gang has been working since the first of the month. Retail merchants report business very good, better than is generally the case after the holidays. Municipal control of the electric light was the question at issue in the city elections this year, and in the two wards where the contest prevailed the municipal ownership party succeeded in returning its candidates.

## CONDITION OF LOCAL INDUSTRIES.

*Farmers* are still doing a good business in hauling wood to the city.

The *lumber camps* are very busy, and there is a good demand for men and teams.

The Bells Asbestos Company, at Thetford, definitely decided to close down the mine and mill about the middle of the month. Between two and three hundred hands were affected. The mill will not start up before the first of April. It is nine years since this company closed down for the winter. A repair gang was put on by the company, and several have found employment in other mills, while others

have left the place for work elsewhere until the works are reopened.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have not done much during the month. Carpenters and joiners are well employed, a large number being employed in finishing the inside work of the new Magog hotel. Lathers and plasterers find steady employment. Plumbers have been very busy during the month. Stonecutters have not worked much since the hoidlays.

*Metal and engineering trades.*—Moulders are very busy, there have been several very heavy castings turned out during the month. Good machinists find no difficulty in securing work. One large concern sent out a call for more men during the month.

*Printing and allied trades.*—These trades have had a good month.

*Clothing trades.*—Custom tailors report business very good, and the wholesale clothing firms say they are well filled with orders.

*Food and tobacco preparation.*—Bakers and confectioners find steady work. Ice cutters and drivers are busy getting in the season's supply of ice from the Magog and St. Francis rivers. Cigarmakers report a good month's business.

#### DISTRICT NOTES.

The New England Asbestos Mining and Milling Company has purchased the property of the Canadian Asbestos Company, Limited, at Black Lake, Que., and that of the Beaver Asbestos Company, Limited, at Thetford Mines, Que. Hitherto the company has had its headquarters at Fall River, and has confined its attention to developing the mines which it owns in the neighbourhood of Eden, Vt.

Notice is given in the Quebec official *Gazette* that certain gentlemen will apply to the legislature of Quebec, at its next session, for an Act to incorporate them under the name of 'Red Falls Electric Company,' and to grant them a charter with power to construct and operate a first

class electric line from the water powers on the Becancour river, at Lyster, in the county of Megantic, called Red Falls, to Arthabaska, passing through the towns and villages of Sainte Julie, Plessisville, Stanford and Victoriaville.

#### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

There has been very little change in the condition of the labour market during January. The request of the Montreal Pipe and Foundry Co., Ltd., of the city council for a bonus of \$25,000, has been refused. The Tebbutt Bros., boot and shoe manufacturers, have done a very good business during the month, employing 225 persons. Bankers report a good business month. Railways report business dull. Snow shovelling and ice harvesting have given continuous employment to a large number. Prices paid for this class of work, range about 12½ cents per hour. The Balcer Glove Manufacturing Co. reports a very good month. There are employed at present 125 persons at the manufactory, and 30 at the tannery. The Biscuit Manufacturing Co. has much work on hand, and has been obliged to work overtime to execute its orders.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report only a few men employed. Carpenters and joiners are well employed. Business among painters is dull, very little job work going on.

*Metal, engineering and shipbuilding trades.*—Trade prospects are good with machinists. Electrical workers are slack. Blacksmiths report trade good, but no demand for extra men. Jewellers and watch case makers are dull.

*Woodworking and furnishing trades.*—Woodworking factories are running steadily, giving employment to a number of men and boys.

*Printing and allied trades.*—Trade is, on the whole, satisfactory. Bookbinders are dull.

*Clothing trades.*—Operatives in the clothing trades have had a very busy season, and with prospects that it will continue.

*Food and tobacco preparation.*—With cigarmakers and tobacco workers trade is quiet. The local factory employs 15 men.

*Leather trades.*—Leather workers and saddlers report trade as very dull.

*Miscellaneous.*—Barbers report a good month. Laundry workers report trade not satisfactory.

## ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has continued, on the whole, practically unchanged from December. Those employed at inside work in the various industries have been busy. The busiest factory has been Hamel & Co.'s machine shops, the employees of which have been fully employed. This establishment, however, will be moved to Haverhill, Mass., U.S.A., the reason being the heavy duties it has to pay on the patented machines which it sells in the United States. Merchants have done a good month's business. There has been no change in rates of wages for working hours, and no labour disputes have occurred during the month, with the exception of the strike on the Quebec Southern Railway, the employees of which quit work because of non-payment of wages, having informed the company that if they were not paid by January 20 they would cease working.

### CONDITION OF LOCAL INDUSTRIES.

The Seguin-Lalime factory, which was purchased by the corporation, has passed into the hands of Ames-Holden & Co., boot and shoe manufacturers of Montreal. On the 9th of the present month the proprie-

tors were called to vote upon the bonus and regulation. The vote was favourable, and the company will soon commence operations.

Factories here, notwithstanding the scarcity of coal which has prevailed during the last two weeks of the month, have not stopped running. They have been using wood instead, which, in view of the high price of the latter is quite as cheap.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters and joiners are steadily employed, in-sash and door factories as well as in the organ factory.

*Metal and engineering trades.*—Machinists and boilermakers have been very busy.

*Woodworking and furnishing trades.*—The workmen in the different carriage and wagon factories have had plenty of work.

*Printing and allied trades.*—Printers have been fully occupied.

*Clothing trades.*—Custom tailors report a slackening of business. Boot and shoe workers of the Coté & Co. factory have made full time.

*Food and tobacco preparation.*—The two local ice merchants are laying in their provision for next season. Cigarmakers are all working, and business is fair.

*Leather trades.*—Tanners and curriers have had plenty of work.

*Transport.*—All railway employees are working, with the exception of those on the Quebec Southern Railway, who are at present on strike.

## HULL, QUE., AND DISTRICT.

*Mr. Rodolphe Laferrière, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

There are in chief two classes of working men in Hull, viz., the employees of the Eddy Company, who work the year round, and the saw-mill men who go to the shanties in the winter. Their wages have already been reported. At present conditions are satisfactory. Merchants say their business is better than last year. Indus-

trial employees are satisfied and the mills are running. Damour's large planing mill which was stopped, owing to the proprietor's death, will be sold this month and work will be resumed for about thirty-five hands. Mica mining is bettering every day. Several mines are operated by Hull proprietors, but the product is manufactured in Ottawa. Wages paid at the mines amount to \$1.25 per day. A few girls are employed sorting the specimens in Hull at \$2 and \$3 per week. The building trades are idle. Stonecutters in the quarries receive from \$2.50 to \$3 per day.

#### CONDITION OF LOCAL INDUSTRIES.

More hiring was done this week for cutting railway ties on the Gatineau at \$25 and \$30 per month.

Paper and pulp *manufacturing* is active as is the match industry, the axe factory, the woollen mills and shipbuilding. The three latter concerns employ altogether about 100 hands. The axe makers are paid \$12 per week. The woollen mills girls' receive from \$3 to \$5 per week.

The Matthews Pork Packing Company give work to over 100 people, at wages varying between \$1.15 and \$1.65 per day. This company is gradually extending and its product is mostly for export, although five branch stores are supplied in Ottawa and Hull.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are slack with no work under construction. A few steamfitters are working at wages of \$12 per week, and a nine hour day.

*Metal, engineering and shipbuilding trades.*—Linemen are receiving \$1.25 per day and shipbuilders from \$1.75 to \$2.25 per day.

*Woodworking and furnishing trades.*—There are two woodworkers working in Hull at \$1.60 per day.

*Food and tobacco preparation.*—Bakers and confectioners are paid from \$10 to \$12 per week. Butchers and meat cutters at the Matthews Pork Packing Company get

\$1.50 and \$1.65 per day. Ice cutters and drivers get an average of \$1.15 per day.

*Miscellaneous.*—Retail clerks are receiving all the way from \$4 to \$12.50 per week.

*Transport.*—Street railway employees receive 15 cents per hour.

*Unskilled labour.*—Unskilled labour is scarce. Snow shovellers get \$1.10 per day when employed.

#### OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, *Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Considering that January is usually one of the most depressed months of the year for labour, conditions were on the whole satisfactory. There was a considerable number of unskilled labourers out of work, and the charitable organizations had to dispense a certain amount of relief, but on the whole conditions were favourable, the exceptionally large number engaged by the lumbermen this season reducing to a minimum the number of unemployed. The mechanics engaged at in-door employment were fairly well employed, and prospects are bright for steady work for the remainder of the season. The plentiful fall of snow kept the roads in good shape for teaming, and in consequence a large quantity of farm produce was marketed.

#### CONDITION OF LOCAL INDUSTRIES.

The weather conditions here, so far, have been favourable to the *lumbering trade*, and reports indicate a large output of logs. The market rules high, with a tendency to stiffened prices for all kinds of lumber in the spring. The location of another mica trimming factory in the city, may be taken to indicate the development of *mica mining* on an increased scale during the coming season.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The great majority of the members of building trades are idle. The city has appointed a plumbing inspec

tor, whose duty it will be to thoroughly supervise the plumbing in all buildings erected in future, and see that not only is the work up to the standard, but that proper precautions are taken to comply with modern ideas of sanitation.

*Printing and allied trades.*—The printing trades were steadily employed during the month.

## KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was not as fully employed during the month of January as in December, but opportunities for employment compared favourably with the corresponding season of last year. Considerable building operations are going on, and a number of business stands are being remodelled and fitted up. A large Toronto meat concern is about to open up an extensive branch here. Several fancy goods and other merchants are extending their places of business. Breweries, icemen, meat dealers, &c., are busy putting in a supply of ice for the coming season. Coal and wood dealers are fully employed. Ship-builders are also busy repairing, &c. The custom returns for the last month were \$11,781.33, showing an increase of \$315.26 over the same month last year. During the fiscal year ending June 30, 1902, \$1,423.16 was collected in steamboat inspection dues at Kingston. The duties on tobacco were \$19,624.86; on cigars \$20,100.15. While a natural depression has succeeded the holiday trade, wholesale and retail merchants in the main report good business. No changes occurred during the month in the rates of wages or hours of labour. The Management Committee of the Board of Education brought down a report which was adopted by the board, recommending that the minimum salary for school teachers in charge of fifty pupils be \$275 per annum instead of \$250 as heretofore. It was also agreed to increase all teachers \$15 per annum until the maximum should be

reached. No strikes or lock-outs were reported. Some unrest, however, has existed at the Canadian Locomotive Works during the month. Several weeks ago a number of German machinists were brought out under contract to replace the Kingston machinists who went on strike. Money was advanced to cover their passage, and the men agreed to repay these advances and to remain in the employ of the company for two years at the rate of wages mentioned in the contracts. Lately, however, there has been considerable difficulty over the terms of the contract and a number of the German workmen have left the employ of the company.

### CONDITION OF LOCAL INDUSTRIES.

Considerable *lumber*, cordwood, &c., is being got out, conditions being very favourable for this sort of work.

*Mining* is very active. Recently a number of car-loads of zinc ore arrived in Kingston from along the line of the K. and P. R. R. A cargo of seven hundred tons is prepared for shipment to Liverpool at an early date. Large quantities of other kinds of ore are also coming in.

Since the formation of the new civic council, active steps are being taken looking to the erection of a large summer hotel in Kingston. Negotiations are also pending between the G. T. R. Co., the county council and the city council looking to the erection and maintenance of a sub-way at the outer G. T. R. crossing. A number of lives have been lost at this point, and although it will involve the expenditure of a large sum of money the work is now likely to go on. Inspector Seath, representing the Educational Department of the province, visited the city during the month, and as a result will recommend the erection of a large wing or extension to the Collegiate Institute here. This work which is likely to go on at an early date will afford considerable employment.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—While there is a fair outlook for the coming season in the building trades, work is only fair at present.

*Metal, engineering and shipbuilding trades.*—The metal, engineering and shipbuilding trades report considerable employment available.

*Woodworking and furnishing trades.*—Woodworkers are fairly busy.

*Printing and allied trades.*—Printers report fair business. Bookbinders are doing a good business.

*Clothing trades.*—The clothing trades report business as being quiet.

*Food and tobacco preparation.*—Butchers, tanners and cigarmakers report a fair business.

*Miscellaneous.*—Barbers, hotel and laundry workers report a fair business.

*Transport.*—The transportation companies report a good business for this season of the year.

*Unskilled labour.*—The shovelling of snow, getting out ice, and odd jobs at excavating, &c., afford considerable employment to unskilled labour.

## BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

The month of January has been a better month in this locality for common labour than December. A great deal of common labour has been employed cutting ice and filling ice houses and cold storage plants. The wages are from \$1.50 to \$2 per day. The Belleville National Portland Cement Company has been formed with a capitalization of \$2,500,000. It will erect its plant east of the city and expects to be turning out cement by November 1, 1903. The company is mainly composed of Toronto capitalists, though a number from Belleville are included. The Abbott-Mitchell rolling mills have been purchased for \$47,000. The new management expect to have the mills running not later than April 1, 1903. The Belleville Pork Packing Company has also been formed and a site for the factory selected. Nearly all of the stock has been

subscribed. The company will erect a \$10,000 plant. Banks report a good month's business, but merchants have experienced a dropping off in sales. They report the month, however, ahead of the corresponding month of last year. There have been no changes in the rates of wages or hours of labour, and no strikes or lockouts.

### CONDITION OF LOCAL INDUSTRIES.

*Fishing* in this locality has fallen off considerably owing to the cold weather.

A number of men went to the *lumber camps* during the month. Wages are better this winter than last.

The local *manufacturing industries* have had a busy month, and skilled labour has been in good demand.

*Mining* in North Hastings has been very active, and a great many men are being employed in the different properties. The Belmont gold mine is rapidly increasing in value. The ore is improving and the company proposes to double its output, which is now 30 stamps with a capacity of 75 tons of ore per day. The company has a 1,300 horse-power which is developed by water power. The Delora mine is also improving, and the Atlas Arsenic Company is working two mines and running a ten stamp mill.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Plumbers have been busy. Gas and steamfitters report a good month. Stonecutters are very busy and there is not an idle member of the craft in this locality.

*Metal, engineering and shipbuilding trades.*—Iron moulders report a good month. Machinists also report a good month with plenty of work on hand. Electric workers report a good month. Metal polishers, buffers, platers and brass workers report a good month. Blacksmiths have been busy.

*Woodworking and furnishing trades.*—In the woodworking and furnishing trades the month has been a good one.

*Printing and allied trades.*—Printers report a very busy month. There has been

a good demand for job printers. Pressmen also report a busy month.

*Clothing trades.*—In the clothing trades the month has been a good one.

*Food and tobacco preparation.*—Bakers and confectioners, butchers and meat cutters report a good month's business. Cigar-makers report a busy month.

*Transport.*—Railway men report a busy month. Locomotive engineers and firemen report a big month's business.

#### DISTRICT NOTES.

The Gilmour Company of *Trenton* is very busy at present. *Trenton* residents are taking steps to erect a pork factory in that town.

The furnishings of the *Deseronto* post-office are being put in this month.

#### TORONTO, ONT., AND DISTRICT.

*Mr. Phillips Thompson, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The generally prosperous and satisfactory conditions in business which have characterized the opening of the season's trade are reflected in the labour market, activity prevailing in nearly all the principal lines of industry. There are comparatively few mechanics out of work, and in some departments there is a demand for additional help. Retailers throughout the country are looking forward to an active spring, and are placing heavy orders for goods. Mills and factories are consequently busy, some of them having orders for several months ahead. In view of the demand for labour in many lines, the continued increase in the prices of living, there will be a demand for increased wages in some branches of industry. In some instances the movement has already begun. At a meeting of the United Carpenters and Joiners on January 10, a resolution was passed to the effect that the minimum wage for that class should be 35 cents an hour after May 1, 1903. The Employers' Protective Association, which is watching the

situation closely, has not as yet had any requests for assistance in labour trouble from any of its members, and the relations between employers and employed are in the main of a harmonious and satisfactory character.

The building trade had a record year in 1902. The building permits issued aggregated \$3,834,923, but the King Edward Hotel, the permit of which was issued the year previous, though its construction actually took place in 1902, ought fairly to be included, which would bring the amount up to nearly \$5,000,000. The largest total for any previous year was \$4,390,000, in 1891. The new university and science building, now in course of construction, will represent an expenditure of \$200,000. In all probability operations will be undertaken this year on an equally extended scale, and the outlook is a very promising one. The shipbuilding trade is active, and several important contracts are under way, including the passenger and freight steamer *Montreal*, now being completed at the Bertram Engine Works Company, at a cost of \$350,000, a grain barge of a capacity of 2,300 tons for the Victoria Harbour Lumber Company, and two steamers, 140 feet each in length, for the Upper Ottawa Improvement Company, by the same establishment, and two lightships costing \$125,000 each, which are being built for the Dominion government by the Polson Iron Works Company.

#### CONDITION OF LOCAL INDUSTRIES.

Manufacturing in nearly all lines, as already intimated, is brisk, with plenty of opportunities for employment.

The agricultural industry in this vicinity, as elsewhere throughout the province, is suffering seriously from a scarcity of farm hands. The officials of the Colonization Department state that never before were there so many applications at this season for old country immigrants, only a few of which can they possibly fill. The principal cause assigned is that so many farmer's sons and others have gone to the

west. Farmers are offering from \$180 to \$250 per year for good men.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are better employed than usual at this season. Bricklayers find work at intervals as the weather permits, and a large proportion of the indoor workers are steadily engaged. Carpenters are fairly well employed, considering the time of year. The Painters' and Decorators' Union, which has now nearly 500 members, has made a demand on their employers for an advance of wages from 30 cents to 35 cents an hour, to take effect on April 15, when their present contract expires.

*Metal, engineering and shipbuilding trades.*—The men belonging to the metal working and allied trades have had an excellent month, very few being out of work. Prospects are good in all these lines for steady employment for some time to come.

*Woodworking and furnishing trades.*—The woodworking trades are as a rule well employed, as has been the case for some time. There is a demand for pattern makers, independent of the two shops where the men of this trade are on strike. Owing to some affiliations of the unions connected with these trades, the Woodworkers' Council has been reorganized. Piano-makers' Union No. 34 retains its connection with this organization.

*Printing and allied trades.*—The printing trade is fairly good, conditions having improved since last month. Stereotypers and electrotypers are well employed.

*Clothing trades.*—Garment workers are busy, as large orders are being filled for the spring trade, and next month is likely to be a very active one. Custom tailors find trade somewhat quiet and likely to remain so until the season changes. They are agitating for free shops and a shortening of the working day, which sometimes runs as high as 12 or even 14 hours. Boot and shoe workers find abundance of work, and some of the manufacturers say there is a scarcity of operatives. The unions deny

that such is the case, and attribute any difficulty employers may have in obtaining operatives to the low wages paid in some instances.

*Food and tobacco preparation.*—Confectioners are not so busy as previous to the holiday season. Cigarmakers are all at work, and the trade is increasing in volume, both in Toronto and Hamilton.

*Transportation.*—Railway employees, expressmen, teamsters and others engaged in land transportation have had a busy month.

*Miscellaneous.*—The chief of the city fire brigade, at a meeting of the civic fire and light committee on the 28th, expressed himself very strongly against the formation of a union among the men of the brigade, urging that it might impair the efficiency of the force. Members of the District Labour Council were heard on behalf of the right of the men to organize. The chief was instructed to prepare a special report on the subject.

The District Labour Council on the 22nd inst. decided that the Knights of Labour would still be allowed representation in that body.

#### DISTRICT NOTES.

*Toronto Junction.*—An abattoir and packing factory has been erected in connection with the union stockyards, and the slaughtering and packing of animals has been begun. When completed it will have a capacity for disposing of 500 head per week. The Canadian Foundry Company will shortly erect new buildings covering as much ground as those constructed in 1902. Next month the buildings already completed will be in full operation. A co-operative fuel company is being organized among the C.P.R. Co.'s employees at the Junction, with a capital of \$30,000 in 6,000 shares at \$5 per share. Buildings will be erected as soon as possible. The Nordheimer Piano Company will build a large addition to their recently completed factory.

*Newmarket.*—One thousand acres of sugar beets have been contracted for with the farmers of East Gwillimbury for use in

the beet sugar factory it is proposed to build in Newmarket.

is no railway construction going on at present.

## HAMILTON, ONT., AND DISTRICT.

*Mr. S. Landers, Correspondent*, reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

Considering the time of the year, labour is well employed. Unskilled labour especially has not for many years been so busy during the winter months. The new industries mentioned in previous reports are being successfully carried into operation. The Deering Harvester Company has decided to further enlarge its plant, and has purchased an additional fifty-two acres of land. The works will be started shortly with several hundred hands. Business in general, wholesale and retail, except for the usual after holiday slackness, has been exceptionally good. A serious fire, the departmental stores of Stanley, Mills & Co., entailed a loss of \$75,000, fully covered by insurance, and a large staff of saleswomen were out of employment for a short time in consequence. The business carried on by David Morton, and David Morton & Son, in essential oils, is to be taken over by David Morton & Sons, Limited, which has been incorporated with a capital of \$200,000, and head office at Hamilton. The Canada Preserving Company, Hamilton, has secured a charter with a capital of \$40,000, divided into 400 shares of \$100 each. The Slate Roofers Association, of Ontario, met here with members present from all parts of the province.

During the month the members of the Police Department had their pay increased 20 cents per day each, from the chief down—51 men. The old rate was first-class, \$1.90 per day; second-class, \$1.75 per day; third-class, \$1.45 per day. The total increase granted amounts to \$3,723 per year.

### CONDITION OF LOCAL INDUSTRIES.

*Agricultural* pursuits are at a standstill at present. There is also very little *fishing* being done in the neighbourhood. *Manufacturing* in general is fairly brisk. There

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Among all the trades the busiest at present are the building trades. Bricklayers, masons and builders labourers are exceptionally busy. Carpenters and joiners likewise are rushed. Painters and plumbers are fully employed, in consequence of the large amount of construction work in progress. Tenders have been let for over 100 dwelling houses.

*Metal and engineering trades.*—The metal trades in some sections are more busy than in others. Stove plate moulders are slack at present, during stock-taking at the foundries. Machinists are fairly busy. Electrical workers are busy. The city council let a contract for the re-wiring of the City Hall, stipulating in the contract that union labour must be employed. Stove-mounters, sheet metal workers and blacksmiths are not very busy. Horseshoers are enjoying fair employment. The strike situation in two shops remains the same as last month.

*Woodworking and furnishing trades.*—Woodworkers on furniture, office fittings and pianos, are fairly employed.

*Printing and allied trades.*—The printing trades are fairly well employed.

*Clothing trades.*—The clothing trades are enjoying a better month than the previous one, with the exception of the custom trade, which is usually a little slack in mid-winter. The ready-made clothing trades are very busy at present. Hatters are doing very little. The situation at the Royal Hat Factory remains the same.

*Food and tobacco preparation.*—Bakers and butchers are doing the usual trade and employing the average number of hands. Ice cutting has not yet begun. Cigar-makers are very busy in the different local factories. The Hilda Cigar Factory has received several thousand dollars worth of tobacco from Havana, and is constantly increasing its output.

*Miscellaneous.*—Barbers are very busy. Broom-makers have had a good season. The laundries are employing a large number of hands.

*Transport.*—The usual number of railway employees are very busy, both on steam and electric roads. Longshoremen are fairly well employed unloading coal and freight.

#### DISTRICT NOTES.

*Niagara Falls.*—At the request of a number of Canadian workmen at Niagara Falls, the Commissioner of the *Ontario Labour Bureau* visited that town in connection with the reported strike of rock drillers in the employ of Riley & Watson, contractors. The firm in question has the contract for the work on the Canadian side near the tunnel. The men belong to a union having its membership on both sides of the river, meeting on the American side, and affiliated with the Niagara Falls, New York, Trades Council. The firm showed Secretary Glockling its books, that it was paying the scale, and had sufficient men to successfully carry on the work, and did not object to any employee belonging to a labour union. Under no consideration, however, would it sign an agreement with the men as a union.

*Dundas.*—Machinists, moulders, clothing and woodworkers are fairly busy. The proposal to start a household linen factory is taking shape, the capital of the company is \$50,000. The Bates Felt Company, was incorporated with a paid up capital of \$40,000.

*Grimsby.*—A by-law to grant a bonus of \$1,000 to James A. Hewitt, to rebuild the planing mills recently destroyed by fire was defeated.

*Beamsville.*—A fire at the Beamsville Press Brick Works entailed a loss of over \$5,000.

#### BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

For the season of the year, the condition of the labour market has been satisfactory. There are few idle men, and the ice season which opened about the middle of the month, afforded employment to nearly all who desired it. In the building trades, except during a few warm days, work has been suspended. The local gas plant changed hands during the month, and the new company expects to spend \$15,000 in improvements and additions, when the weather permits. In the iron trade considerable activity existed, overtime being worked in two of the large factories. Perhaps the most interesting feature of the month, was the announcement by the William Buck Stove Co., of the purchase of the Canada Cycle and Motor Company's buildings and adjacent properties, upon which the company will erect a large stove factory, of which the estimated cost is \$100,000. Some idea of the size of the buildings may be formed from the following:—Warehouse and shipping department, 60 by 300 feet, and 4 stories high; mill room, 50 by 100 feet, 1 story; machine and mounting department, 40 by 225 feet, 3 stories; pattern and polishing department, 40 by 150 feet, 1 story; moulding shop, 160 by 275 feet, 1 story; pattern vault, 40 by 125 feet, 1 story; steel range department, 38 by 65 feet, 3 stories; offices, sample rooms and stores, 40 by 150 feet, 3 stories; japanning and finishing department, 25 by 50 feet, 3 stories.

#### CONDITION OF LOCAL INDUSTRIES.

From the surrounding country a large quantity of wood is coming in, prices ranging from \$8 to \$8.50 per cord for first-class quality.

*Manufacturing,* in branches not previously referred to, is in a normal condition, none of the factories, large or small, having lost time. The woollen mills partly destroyed by fire are being rebuilt as rapidly as possible. The management of the nail works is erecting a large addition.

*Building trades.*—Bricklayers, masons and plasterers with the exception of a few

days have been idle all month. Carpenters and joiners employed in factories have been fully occupied. Painters, decorators and paperhangers, other than those regularly employed in factories, have had little employment. Plumbers, gas and steamfitters have had a fair month.

*Metal and engineering trades.*—Iron and brass moulders, coremakers and machinists have had steady employment. Metal polishers, buffers and platers and stove mounters, have had a good month. Blacksmiths, boilermakers, sheet metal workers and horse-shoers report a good month.

*Woodworking and furnishing trades.*—Woodworkers, carriage and wagon makers, pattern makers and millwrights, still continue to be busy, and coopers have had a fair month.

*Printing and allied trades.*—Printers and pressmen report a good month.

*Clothing trade.*—Custom tailors have had rather a quiet month.

*Food and tobacco preparation.*—Bakers and confectioners have had a fair month. For cigarmakers trade has not been very brisk. Ice cutters started work about the middle of the month.

*Miscellaneous.*—Freight handlers have been kept busy. Teamsters and expressmen report plenty of work. Cab drivers and hackmen have had a very fair month.

*Unskilled labour.*—The supply of unskilled labour is more than equal to the demand. Comparatively, however, there are very few unskilled men upon the market.

#### GUELPH, ONT., AND DISTRICT.

Mr. O. R. Wallace, Correspondent, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market is in a very satisfactory state for the winter season, and employment has been steady generally, the only exception being in the building trades, as is usual at this season of the year. The attendance of nearly 550 students at the various courses of the Ontario Agricultural

College has helped some lines of business, but the dullness usual to the retail business at this season generally prevails. Sir Wm. MacDonald, of Montreal, who recently donated \$125,000 for new buildings at the Ontario Agricultural College, and who added \$25,000 owing to the increased cost of labour and material, has made another gift of \$20,500 to provide finishings, making a total of \$170,500. Work on these buildings started last fall and they are expected to be ready by next August.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* in this section are selling large quantities of wood, but are complaining that owing to the scarcity and high price of labour the trade is not very profitable, although prices are from \$8 to \$10 per No. 1, and \$6 to \$8 for No. 2. Threshing operations are now about completed, and the yield of grain has been above the average.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are very quiet at present, but buildings to cost in the neighbourhood of \$250,000 are expected to be begun with the opening of the spring season, for a large part of which the excavation work was got ready in the fall. It is expected that there will also be considerable work on dwellings this year. Bricklayers and masons are very slack, although about 20 per cent of their number are at work on the new tube works. Carpenters and joiners have not been steadily employed during the month, only jobbing being under way. The same applies to painters and decorators.

*Metal and engineering trades.*—Iron moulders have had a good month, and there are no idle men. Machinists were also well employed.

*Woodworking and furnishing trades.*—Woodworkers report a fairly steady month's work. Upholsterers are well employed for the season of the year. Carriage workers are busy on spring work. Organ and piano workers have had a fair month.

*Printing and allied trades.*—Printers report business good, with no idle men.

*Textile trades.*—Brussels weavers report a fair month. Textile workers of all kinds have been steadily employed.

*Clothing trades.*—Tailors have been only fairly well employed.

*Food and tobacco preparation.*—Cigar-makers report a fair month. Butchers, bakers, hotel and delivery employees, &c., have had an extra good month, owing to large number of O. A. C. students boarding in the city.

*Transport.*—Teamsters are having an extra good season, caused by the demand for fuel. City teamsters have hauled in large quantities of wood, and this together with the ice harvest and the extra amount of coal being delivered for the season, has made a good month.

*Unskilled labour.*—Unskilled labour has been more generally employed than is usual at this season.

## STRATFORD, ONT., AND DISTRICT.

*Mr. M. H. Westbrook, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The employment of labour during January has been plentiful, with the exception of outdoor work. Very little short time is being worked in the factories, the hours of labour ranging from 55 to 60 per week. The opening of two new industries is giving employment to several woodworkers and machine hands. The Globe Wernicke Office Specialty Company have put on several men during the month, and will shortly be able to employ finishers and shippers. Considerable female help will also be required. The erection of a four story biscuit factory will be commenced immediately, and will require a large force of girls. City architects say that a great deal of building will be done here this season, all being busy preparing plans to be submitted to the contractors. The McLagan Furniture Factory has a large force of men employed, and openings for high grade mechanics, especially cabinet-makers. Although many inquiries have

been made of this company with a view of obtaining goods for export, it has always found a market in Canada for all goods manufactured. The Grand Trunk repair shops are busy, and are working 55 hours per week. The employees succeeded in buying several hundred cords of hard wood in the vicinity of Lucknow, which they were able to sell at \$6.50 per cord of 128 feet. This amount of extra wood coming into the city, helped very materially to lessen the inconvenience caused by the scarcity of coal. With the exception of the Stratford Bridge Works, which have recently laid off a few hands, all other factories are busy. A branch of the Traders' Bank will be opened here in a few days, making four chartered banks doing business in the city. The Trades and Labour Council has passed a resolution asking for the abolition of property qualifications for aldermen and mayor.

### CONDITION OF LOCAL INDUSTRIES.

The fine sleighing during the month has enabled farmers to do chopping and drawing wood on an extensive scale, wood bringing from \$8 to \$10 per cord.

The Grand Trunk Railway Company has been very busy all month. The company had added during the last year forty-two new locomotives to its system, all being of a heavy type. The officials report the present winter as the most active in some years in freight circles. Several hands have been put on in this district during the month, including many firemen.

A feature of the present transportation situation aside from the extra rush of handling coal, is the traffic in grain, which is abnormally large for this time of year, many cars passing through here from the west for Portland.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons, painters and plasterers are experiencing a very slack month as is usual at this time of year, while carpenters and plumbers are busy considering the season, and as compared with the same month of other years.

*Metal and engineering trades.*—January has been a good month for these trades, iron moulders being all employed. Machinists are busy, a few having been taken on during the month; they are working 55 hours per week. Blacksmiths and horse-shoers have had an exceptionally busy month. Boilermakers and tubers are busy, some overtime being worked.

*Woodworking and furnishing trades.*—These trades are kept busy, and have much work on hand, and in prospect. Good mechanics can obtain work at cabinet-making. Upholsterers are also very busy, and the same can be said of carvers.

*Printing and allied trades.*—Printers generally experienced a dulness in their trade after Christmas, but the month's business has been very satisfactory and none are unemployed. They have asked the City Council to have the union label upon all the city printing.

*Clothing trades.*—Journeyman tailors are not at all busy, though none are entirely out of employment, a system prevailing here of keeping all hands on and taking the work that does come in by turns. Garment workers are very busy, the Stratford Clothing Company, taking on hands.

*Food and tobacco preparation.*—Bakers and confectioners report having done plenty of business during the month. The bakers say, that, at the present prices of flour but little profit is being made by selling bread at 5 cents per two-pound loaf. Cigarmakers are all employed and have had a good month.

*Miscellaneous.*—Barbers, delivery employees and laundry workers, have all had a good month's work.

*Transport.*—All hands employed in the traffic department of the Grand Trunk Railway, have had an exceedingly good month, much extra time having been worked.

*Unskilled labour.*—There is no demand for unskilled labour.

## DISTRICT NOTES.

*Seaforth.*—All industries are active, machinists being in demand during the whole month. A by-law was recently carried granting \$10,000 for the extension of the woollen mills.

## LONDON, ONT., AND DISTRICT.

*Mr. A. Woonton, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The labour situation in January was somewhat better than during the same month last year. In the building trades business is much better than is usual at this time of the year, although quite a number of men are idle. The foundries and factories are all busy, and on the railways business is rushing. Domestic help is always in demand. The rolling mills are about completed, and have one fire going to help to finish up the plant. Six car-loads of cement were used in the building. The organ factory is expected to begin operations in a few days. Several experienced mechanics have arrived to work in that connection. The Builders Supply Co., owing to the high price charged for brick by the manufacturers, is putting up a building 175 by 70 feet, and will instal a modern brick-making plant. The company expects • The 400 employees at the G.T.R. Co.'s car customs and inland revenue returns for the last six months of 1902, are as follows:—Customs, \$27,756; inland revenue, \$4,305.80. The 400 employees at the G. T. R. Co. car shops have had their time increased from 48 to 53½ hours per week, which is longer than usual at this time of the year, and as they get paid by the hour it means better wages to them. The Leonard Engine and Boiler Co. was compelled to run short time for a few days owing to shortage of coal. A fire occurred in the enamel and tin department of the McClary Manufacturing Co. early in the month, and threw 180 people out of employment for two weeks. The machinery was all saved and moved to another part of the premises, and all hands

are working again. The loss was about \$80,000. The burnt part is being rebuilt by day labour. The fuel situation is gradually easing up, although \$10 per ton is charged for coal. The city has installed a cutting and splitting plant in connection with the municipal wood yard, and is selling at the following rates:—

	Per cord.
Best cordwood....	\$ 7 00
Best cordwood, cut..	7 50
Best cordwood, cut and split..	7 75
No. 2, grade cordwood..	5 00
No. 2, grade cordwood, cut..	5 50
No. 2, grade cord wood, cut and split ..	5 75

This is about \$1 less than prices at other yards.

#### CONDITION OF PARTICULAR TRADES.

*Printing and allied trades.*—The printing business continues in a very active condition, and considerable overtime is being done. The *Advertiser* Co. is moving into its new premises, and has installed a new duplex news press and two new job presses.

*Clothing trades.*—Tailors report trade as slack. A clause has been placed in contract for supplying firemen's clothing, stating that union wages must be paid on the job. Garment workers report trade as fair. A firm which employs over 200 hands, making ready-made women's wearing apparel, has been working considerable overtime. Boot and shoe workers continue to be steadily employed.

*Food and tobacco preparation.*—Cigar-makers are one of the best employed body of workmen in the city. For a long time idle men have been very scarce, and at present a rumour is going around, that one firm is contemplating moving to Montreal on account of scarcity of help.

*Leather trades.*—Tanners and curriers are very busy. At Hyman's tannery several additional buildings are about completed, and their capacity has been doubled. Darch & Co., saddlery manufacturers, are moving into their new five story building, and will soon need more hands to meet their increased trade.

*Miscellaneous.*—Broom makers report trade as good. Furriers are very busy.

*Transport.*—Railroad employees of all kinds are rushed at present. On the G. T. R. freight business is very heavy, and train crews are having plenty of work. On the C. P. R. the freezing of the Detroit river hindered the transmission of cars from one side to the other, and thereby delayed traffic, causing less work than there would otherwise have been. Draymen and teamsters report business as dull, although a large number of men and teams, who otherwise would have been idle, were busy helping to get in the ice harvest.

#### ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market shows improvement on the whole over last month, and with the exception of trades regularly affected during the winter season, labour is generally well employed. During the past month developments in railway circles have occurred of much importance to this city. The Pèrè Marquette Railway Company has taken formal possession of the Lake Erie and Detroit River Railway, and by arrangement with the Michigan Central Company is sending its freight through Canada, using the Lake Erie tracks from Sarnia to St. Thomas and the Michigan Central tracks from St. Thomas to Buffalo. The arrangement went into effect on January 12. To provide the necessary transfer accommodation at this point two new sidings, 3,500 feet in length, have been built, also a new 'Y,' connecting the M.C.R. and L.E. and D.R. tracks. There is also increased activity in the L.E. and D.R. round-house, the shops making ready to handle repairing on a large scale. The staff will shortly be increased from about 10 to 20 or 30 men, chiefly machinists and carpenters. The work of harvesting ice for the M.C.R. Co. and city supply has afforded increased employment to labour for a short time. The M.C.R. Co. takes its supply from Waterford, and harvests about 22,000 tons. Over 100 men were employed in cutting.

## CONDITION OF LOCAL INDUSTRIES.

*Manufacturing* continues normal, no noteworthy change being reported. The broom, brush and woodware factory continues to be handicapped by a shortage of men, and the firm contemplates sending a representative to Great Britain for the purpose of securing the required labour. The Sutherland Innes Company has commenced the erection of the buildings for a stave and hoop factory, and is rapidly accumulating a large stock of timber on the new premises, for manufacturing purposes.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades continue very quiet; very few new buildings are in progress, and work is practically confined to the finishing of a large dry goods store and the new Collegiate Institute.

*Metal, engineering and shipbuilding trades.*—Iron moulders, iron workers and machinists continue fully employed, working 9 hours per day.

*Woodworking and furnishing trades.*—For the wood workers in the bending and turning factories conditions continue normal; for planing mill hands work is steady, as also for car builders and coopers.

*Printing and allied trades.*—Printers have had a busy month, some overtime having been necessary.

*Clothing trades.*—Journeymen tailors have had a very slack month.

*Food and tobacco preparation.*—Cigar-makers continue to be steadily employed.

*Miscellaneous.*—The Barbers' Union has raised the price of hair cutting from 15 to 25 cents, and has also passed a resolution to close all shops on holidays, excepting when a holiday falls on Saturday, when shops will be closed during the afternoon only.

## CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions show little change from last month. The building trade is quiet, though work on a few of the buildings started in the fall and on which construction was suspended during the severe weather of the first part of the month, has been resumed. Inquiries at architects' offices show excellent prospects for the coming season. A great many men are being employed drilling for oil in the adjoining townships. Railroad traffic continues active. Wholesale and retail trade is normal. Some improvement in the rate of wages has taken place in several shops. Labourers' wages have declined for outside work. Some difficulty arose between the men employed cutting ice and their employers. The men were getting 12½ cents per hour, and when the job was nearly done demanded 15 cents. The employers refused the demand, discharged the union men, and hired others, mostly coloured, to finish the work, which was all done in two days.

## CONDITION OF LOCAL INDUSTRIES.

Owing to the heavy snow-fall and consequent good sleighing the farmers have been enabled to bring into market, and for shipment large quantities of produce of all kinds. The scarcity of coal has caused a sharp increase in the price of pine wood. Farmers who have wood on their lands have taken advantage of the good roads and the high prices to send to market all the wood they could get hold of. Some have sold their rail fences and bought wire and posts for a new fence with the proceeds, and made a good profit out of the transaction. More cordwood has been brought here both by rail and team than ever in one month before. There has been a steady demand and prices have remained very high, being double those of a year ago.

All local factories are fully employed with plenty of orders on hand.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, carpenters and painters find work rather slack. Plumb-

ers and gas fitters are fairly well employed, though a few men are idle. Carriage painters have had an increase in wages from 10 to 15 per cent during the month.

*Metal, engineering and shipbuilding trades.*—A number of men are employed in repairs and alterations to vessels laying up here. Iron moulders, machinists, engineers, electrical workers and line men are all busy. Blacksmiths and horseshoers are exceptionally busy.

*Woodworking and furnishing trades.*—Carriage and wagon makers have had steady employment.

*Printing and allied trades.*—Printers, pressmen and bookbinders have plenty of work, some of the job printing offices have had to enlarge their premises to accommodate their increased business.

*Clothing trades.*—Journeymen tailors report an exceptionally busy month.

*Food and tobacco preparation.*—Bakers, confectioners and cigarmakers have steady employment.

*Miscellaneous.*—Barbers, delivery employees, hotel, theatre and laundry employees report trade very good.

*Transport.*—Railroad traffic is very active. Many railroad men are working overtime.

*Unskilled labour.*—There is not much demand for unskilled labour, and wages are low at present.

#### DISTRICT NOTES.

*Raleigh.*—In Raleigh township, in this vicinity, a large number of men are engaged boring for oil with good prospects of success. Two flowing wells have been struck, one about six weeks ago, and another on the 27th instant, which experts say are superior to anything of the kind discovered in this country. A great deal of land has been leased, and the prospect at present is that a considerable capital will be employed in developing the district.

#### WINDSOR, ONT., AND DISTRICT.

*Mr. D. Mitchell, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour generally has been well maintained throughout the month, although most workmen are working only eight hours as is generally the rule in the winter months. Very few idle men can be found in the city or district. All factories are in active operation. The planing mills being very busy owing to the amount of work to be finished before the spring trade comes on. The Windsor, Sandwich and Amherstburg Electric Railway Company is building a large addition to its power-house and is putting in three large boilers and two engines, thus giving employment to a number of bricklayers and helpers. Merchants report a good month's business, not much credit being asked for. There were no changes in the rates of wages reported, and there have been no strikes or lock-outs in this district.

#### CONDITION OF LOCAL INDUSTRIES.

Many of the *farmers* are busy cutting and hauling wood, and are getting good prices. Good prices are received for all farm produce.

The *manufacturing industries* are busy, and some of them are working overtime to meet the demand. The salt works have shut down for want of coal but expect to be able to start up by February 1.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trade is very active for this time of the year, though outside work has been checked a little by the severe weather. There are many outstanding contracts yet to be completed. The year closed with one of the best building seasons Windsor has experienced for many years. There is every indication also for a satisfactory continuance this year as the contractors are all busy making estimates on contracts, one firm having secured \$12,000 of work

already. Bricklayers are all well employed, and carpenters report very few men out of work. Plasterers are fairly well employed, considering the trouble they have had to get coke to keep the frost out of the houses. The painting trade is a little slack just now. Plumbers, gas and steamfitters are all working on eight-hour time.

*Metal, engineering and shipbuilding trades.*—Owing to the good sleighing blacksmiths are very busy.

*Printing and allied trades.*—The printing trade is very active with plenty of work ahead. The Standard Printing Company has its office in running order now, and is giving employment to fifteen hands.

*Clothing trades.*—The tailoring trade is quiet just at present, as this is its slack time of the year.

*Food and tobacco preparation.*—Bakers and butchers report trade good. Cigar-makers and tobacco workers are all very busy.

*Miscellaneous.*—The barbers had a slight difficulty during the month, owing to the refusal of a shop to join the union. The matter was given over to a committee of the Trades and Labour Council to deal with, and the employer in question joined the union.

*Transport.*—Railway employees, expressmen and teamsters are all busy.

*Unskilled labour.*—No unskilled labour is out of work, wood and ice cutting at good wages furnishing plenty of employment.

## WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent, reports as follows:—*

### GENERAL CONDITION OF THE LABOUR MARKET.

The holiday season at the end of the year did not materially affect the steady employment which all classes of workmen are enjoying. Reference is not made to those whose occupation customarily ceases with the advent of extreme winter weather, such

as the bricklayers, although these are getting more than an average amount of jobbing. Unskilled labour is in demand, and for men who can handle an axe with any degree of skill, there is an unusual demand

Already some uneasiness prevails amongst both employees and employers in the building trades relative to wages for the ensuing season. Lathers are making efforts to start the year with an agreement making a standard wage. This matter will probably come within the scope of the work of the Building Trades Council. The representatives of the unions already members of this body hope to be able this year to make agreements covering every branch of the building trade, and such agreements will have the combined support of the whole of the building trades. In view of the large amount of building projected for the summer the importance of this movement cannot be overestimated.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—January is the quietest month of the year for the employees in this branch of industry. The same cannot be said for the employers, as most of them are busy figuring on the extraordinary number of buildings projected for the ensuing season. Carpenters for the time of the year are having a good proportion of their time in employment. Many of the large constructions of last summer are not yet ready for occupation, and such are providing indoor work during the severe months of the year.

*Metal and engineering trades.*—In all lines good business is reported, and the prospects are exceptionally good.

*Woodworking and furnishing trades.*—Business continues to be all that can be desired in these lines. One of the large factories is working on shorter hours, not because of the slackness of business or lack of orders, but because of the light. Just as soon as the days lengthen work hours will also be extended.

*Printing and allied trades.*—All the offices are busy, and prospects are exceedingly

bright. Negotiations are being carried on by the employees, with a committee of the employers, with a view to an advance in the rates of wages. The contract between the Typographical Union and the majority of the employers terminates on January 31. The men contend that the cost of living justifies their demand, and the employers that they cannot advance the rate on account of wages at competing points in eastern Canada being so much lower than those already being paid in Winnipeg.

*Clothing trades.*—The factories are all running at full time, and the indications are that business will be very good.

*Food and tobacco preparation.*—This branch of industry, like others in Winnipeg, is enjoying a season of prosperity.

*Miscellaneous.*—The laundry business in Winnipeg is beginning to assume rather extensive proportions. Another application is being made for incorporation to carry on a laundry business, and the existing ones are all busy.

*Transport.*—Employment is steady in all branches. The Street Car Employees' Union is making some changes in its constitution providing for sick benefits.

## BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent,* reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

At this season of the year the condition of the labour market is usually dull. With the exception of some odd jobs for carpenters, all the men engaged in the building trade are idle. Some of the local factories are shut down for a few months, but will open again in the spring with additional machinery for the manufacture of building supplies. Men engaged on the railways are very busy, the staff of men employed on the Canadian Pacific Railway being double that of this time last year. Great activity is evidenced in the movement of merchandise in the railway freight houses. In wholesale and retail business

circles conditions are very quiet at present, though wholesalers report orders for spring delivery as very large. There were no changes in rates of wages or hours of labour, and no strikes or lock-outs.

### CONDITION OF LOCAL INDUSTRIES.

*Agriculture.*—There is very little movement of grain at present as all the elevators in this district are full, and the Canadian Pacific Railway Company has issued orders to its agents not to receive any more grain for Fort William and Port Arthur as there are sufficient cars under load with grain to these points to fill all elevator space. It is expected, however, that additional elevator space will be available this month. The Canadian Pacific Railway Company has also notified shippers that it will supply cars in accordance with the provision of the Grain Act for shipment over its own road to points other than Fort William and Port Arthur. One local firm is shipping grain along the Morris branch of the Canadian Northern Railway to Australia, viz., one hundred thousand bushels of oats, via Vancouver, by the steamer *California*, at that port. The Dominion Elevator Company has shipped one hundred cars of wheat to the same point.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and stonemasons are idle. Carpenters and joiners, and lathers and plasterers are idle. Painters and decorators report trade dull. Plumbers report trade very good. Steamfitters are busy. Stonecutters report no men employed and builders' labourers report trade slack.

*Metal and engineering trades.*—Machinists find trade very brisk, and there are openings for some good men.

*Woodworking and furnishing trades.*—Upholsterers report trade as good.

*Printing and allied trades.*—Printers report trade fairly good. Photo engravers report trade slack.

*Clothing trades.*—Journeyman tailors report trade very good.

*Food and tobacco preparation.*—Bakers and confectioners report trade brisk. Butchers and meat cutters are busy. Ice cutters and drivers are busy.

*Leather trades.*—Tanners and curriers report trade good.

*Miscellaneous.*—Barbers report trade good. Clerks and stenographers are busily employed, but there are no openings. Steam laundry and hand-workers are very busy.

*Transport.*—All men employed in railway transportation service, are very busy and will continue so until spring opens. Teamsters and expressmen are fully employed.

*Unskilled labour.*—There are not many idle men in the city at present. A large number have found employment in railway work.

#### DISTRICT NOTES.

The elevator companies in the district are complaining of the provisions of the Grain Act. The chief objection lies in the distribution system of cars, for the use of farmers, who wish to load from platforms. So far there has been no complaint in this district. The farmers appear to be well satisfied with the provisions of the Act, as by shipping direct they claim that seven cents per bushel is saved which would otherwise go to the elevator companies. It is expected that at Morden, a town in the Stanley district, the Canada Cement Company, will start operations about six miles from the town, where a fine bed of cement is found by the Pembina river, in quantities. It is said that it is sufficient to supply all future demands of the west. The company has recently reorganized, having been incorporated by the local legislature about two years ago. It is capitalized at one million dollars, and has on its directorate, some of the leading financiers of the Dominion and of the United States. Quite a quantity of cement was used in the North-west last year. This work will give employment to 150 men.

#### ROSSLAND, B.C., AND DISTRICT.

*Mr. R. A. Laird, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in the Kootenays districts of British Columbia have varied but little during January. Throughout the mining sections there is considerable activity, particularly in the *Slocan* and *Lardeau*, where many mines depend upon the snow to rawhide out ore. This is in full operation where the rawhide method of transportation is practised. It has given employment to a considerable number of packers, who are engaged in ranching at other seasons, and as the work is well paid, those employed in packing ore are doing well. In the *Camborne* camp some construction is under way, a couple of stamp mills being in course of erection. At *Morrissey*, in East Kootenay, the Crow's Nest Coal Company is erecting coke ovens and employing a strong force of men, although the heavy snowfall and frost hampers operations to some extent. The ovens are so urgently required, however, that the work is being expedited as much as possible.

A demand exists in *East Kootenay* for coal miners, the mines there being short-handed and apparently unable to strengthen their crews readily. A number of Pennsylvania miners returned east when the anthracite strike was settled, and the coal companies are taking on every man applying for work. Experienced men only, however, are eligible for the coal mines, the law requiring a license from each man testifying to the experience he has had in the trade.

Along the Crow's Nest road hundreds of men are engaged in *lumbering*, and more experienced men are wanted, as the industry is being developed at an unprecedented rate as the outcome of the influx of settlers into the North-west Territories.

During January the snowfall throughout the Kootenays was exceptionally heavy, and hundreds of men were employed by the

railroad companies on extra gangs for the removal of snow.

## NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

During the past month the demand for labour continued good. The contract has been let and work commenced on the rebuilding of the block recently destroyed by fire. The new car shops erected by the British Columbia Railway Company are now fully equipped, and a staff of about 30 skilled mechanics are at work on the frames for the first three cars to be manufactured in British Columbia. In the course of a few weeks it is expected that the staff will be steadily increased as the work on the cars progresses. Already over \$20,000 has been expended in buildings and equipment. Other buildings are to be added, a paint shop 40 x 60 feet and a car house 40 x 120 feet. The Great Western Railway Company has commenced to build a branch line of railway from Cloverdale to Canoe Pass on the Fraser River to connect with the steam ferry to Victoria. Several new buildings, including boarding houses and stores for the contractors, are already in course of erection. A large number of men have left here to work on construction. On January 1, the iron moulders of this city were granted by their employers a schedule of 9 hours per day. The minimum wage paid a journeyman moulder for 9 hours' work is \$3.50. The Japanese employed at the Brunette saw mill went out on strike during the present month. The trouble was of short duration, the men gaining their demand.\*

### CONDITION OF LOCAL INDUSTRIES.

The British Columbia Salmon Packers' Association has commenced to make alterations and improvements to some of its canneries. A large staff of employees is at present employed. The run of steelhead

salmon has commenced, and quite a number of *fishermen* are taking out licenses for the season. The catches so far have been small, but the heaviest part of the run is not expected until next month. The fish being taken at the present time find a ready sale on the local market. Large shipments of frozen fish are still being made. Another cold storage plant is being erected by a company not interested in the British Columbia packers' combine.

In the *lumbering* industry one of the city mills has closed down for repairs. All the mills, with this one exception, are running full time, with orders ahead.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are all employed, but owing to the unsettled state of the weather, did not make full time. Many carpenters here fish during the summer. At this time of the year labour is plentiful. Plasterers report work a fair month, with prospects of a good spring trade. Work among painters is dull. Many are idle. Plumbers and iron workers report work steady and all men employed.

*Metal and engineering trades.*—In this branch work is plentiful, and a scarcity of men is reported, one firm advertising for mechanics, &c.

*Woodworking and furnishing trades.*—Shingle weavers are all employed and making full time, the supply of cedar being good.

*Printing and allied trades.*—Printers report work fair and all members employed.

*Food and tobacco preparation.*—Cigar-makers report work steady, all members in employment, but no demand for additional help.

*Transport.*—The river trade has been heavy during the past month. The steamers arriving and departing have been carrying full loads. The demand for men in this line is not good at the present, however, for many of the employees of the C.P.R. Company's boats are on the year round, some going north in the spring and

\*An account of this dispute is given in the article on the trade disputes occurring in January published in the present issue of the *Gazette*.

returning for the river work in the winter. *Street railway employees* report work plentiful. A number of new men are being taken on to fill vacancies.

*Unskilled labour.*—There is a demand for labour at the present throughout the district, and as the spring approaches the demand will increase.

#### DISTRICT NOTES.

Throughout the district work is plentiful. Several surveying parties are out on railroad survey and provincial road work. The C.P.R. Company is improving its right of way and rebuilding some of its bridges.

#### VANCOUVER, B.C., AND DISTRICT.

*Mr. G. Bartley, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The civic elections and the bye-election for Burrard temporarily affected industry and business in January. Labour on the whole, considering the wet season, has been fairly well employed. In a couple of instances slight increases in wages are reported. The iron moulders have been granted a nine hour day with a minimum wage of \$3.50. The machinists have adopted a new schedule, and all the employers but one have signed it. Work is reported fair in the iron trade at present, and the outlook is promising.

#### CONDITION OF LOCAL INDUSTRIES.

Japanese are selling herring for half a cent a pound. River and coast fishing is poorly paid just now. The deep-sea fisheries, excepting in the case of the New England Fish Co., are likewise dull.

In accordance with a decision of the conductors and trainmen on the different railways west of the Mississippi, some 36 in number, the officials of the Pacific division of the C. P. R., were notified along with the heads of the other railways, that it was the intention of their conductors and trainmen to ask for an increased rate of wages.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The Builders' Labourers Union number over 100 members. There are a number of plasterers out of employment.

*Metal, engineering and shipbuilding trades.*—Iron moulders report work fair. With machinists, work is fair. Blacksmiths report no idle men. Electrical workers report several men out of employment. Prospects are fair for linemen. Jewellers say they are busy. The local train line have several new cars now in course of construction. The C. P. R. repair shops are busy.

*Woodworking and furnishing trades.*—Pattern makers have all that they can do at present. They are complaining about the wages paid them. Shingle weavers report prospects uncertain. This industry is practically controlled by the Japanese and Chinese.

*Printing and allied trades.*—Work is slack, and a few men are idle.

*Food and tobacco preparation.*—All bake shops are union, excepting one. Work is only fair. Cigarmakers report trade slack. It is estimated, that were no imported goods handled here some 500 men would be employed, whereas at present only about 30 are employed.

*Miscellaneous.*—With clerks, work is very scarce, and prospects poor. There are many good men looking for positions, at any wages. Waiters and waitresses suffer from the keen competition of Chinese. Cooks, waiters and bartenders are not in demand, there being several idle. Waitresses are in fair demand.

*Transport.*—There are several spare street railway men. Longshoremen report work scarce.

#### DISTRICT NOTES.

*Revelstoke.*—Machinists report work as being fair, with prospects bright.

## VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent, reports as follows :—*

## GENERAL CONDITION OF THE LABOUR MARKET.

There is little change to report in the condition of the labour market. The building trades are unusually dull, and there is no marked activity in any particular line. The telephone linemen who went out on strike on November 29, returned to work on January 5, having gained some concessions from the company. They were receiving \$2.79 per day of nine hours, and were given \$3 for a day of 8 hours. At the civic elections held January 15, the question 'Shall 8 hours constitute a day's work for civic employees,' was submitted to a vote of the ratepayers and carried on the following divisions:—Yea, 2,083 ; nay, 660. This means a reduction in hours without reduction in pay. Harmony prevails between employers and employees.

## CONDITION OF LOCAL INDUSTRIES.

Provisional organization of 'The Provincial Mining Association of British Columbia' was effected during the month. The objects of the association are 'to improve the conditions which now surround the mining industry of the province, and to further the interests of the mine owners, miners and all other persons, whose business is directly or indirectly affected by the prosperity of the mining industry of British Columbia.' Those eligible for membership are miners, mine owners and all others interested in the mineral industry of the province. The meetings were well attended, delegations being present from Atlin, Cariboo and other sections of the province. It was decided to call another convention, to be held in this city on February 25, to adopt a constitution and by-laws, and permanently organize the association.

The *sealers* are later than usual in getting away this year. Three schooners have gone to the Japan coast, but the British Columbia coast fleet is not all away yet. Hunters are scarce and have demanded an

increase from \$3 per skin to \$3.50. For white hunters going to the Japan coast a satisfactory wage schedule was arranged as follows :—\$2.50 for the first 50 skins taken ; \$3 for 100 skins ; \$3.25 for 125 skins ; \$3.50 for 150 skins, and \$4 for 200 or anything above that number. Indian hunters were last year paid \$4 a skin for pelts taken on the coast, and \$6 a skin for those obtained in Behring sea. This year a uniform rate of \$5 per skin will be paid for the entire season, and natives will be required to engage for the whole season.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Work is still scarce in all branches of the trade, and prospects for the balance of the winter are not bright. The building inspector's report for the last year shows a total expenditure on buildings and repairs of \$326,000 divided as follows :—84 wooden buildings costing \$145,250 ; 7 brick buildings, costing \$59,500 ; additions to wooden buildings, \$8,550 ; additions to brick buildings \$37,700 ; sundry alterations and repairs \$75,000.

*Metal, engineering and shipbuilding trades.*—Conditions are about the same as in December. Iron moulders are busy. Machinists are fairly well employed. Blacksmiths and boilermakers report work fair. Shipwrights and caulkers are full employed, except through an occasional interference by bad weather.

*Printing and allied trades.*—Printers, pressmen and bookbinders, report satisfactory conditions and constant employment.

*Clothing trades.*—Employment was no as good with journeymen tailors as for the preceding month. Towards the end of the month trade got very dull. Garment workers are all employed, and experienced machine hands are in demand. Wages amount to \$6 per week of 44 hours.

*Food and tobacco preparation.*—Bakers are fairly well employed. Cigarmakers are busy and all hands are working.

*Leather trades.*—Harness and saddlers report trade fair, but conditions are very unfavourable for journeymen. A union of the leather workers was formed during the month, and an effort will be made to improve the state of affairs now prevailing.

*Miscellaneous.*—Barbers are well employed. Clerks and delivery employees report fair employment.

*Transport.*—Street railway employees report business good, with plenty of work for all hands.

*Unskilled labour.*—There is still a large surplus on the market.

#### DISTRICT NOTES.

*Chemainus.*—The large stone kilns being constructed for lumber company here are nearly completed. Many other improvements are being made both at the mills and in their camps. Every effort is being made to secure a large stock of logs for the coming season.

#### NANAIMO, B.C., AND DISTRICT.

*Mr. A. E. H. Spencer, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month has been dull, there being very little demand for skilled labour, and hardly any for unskilled labour. In commercial circles trade has not been very good, owing to the usual quiet following the holidays. The new Vancouver Coal Co., one of the principal coal companies on the island, was reorganized into the Western Fuel Company, and the head office changed from London to San Francisco. The new company is planning extensive im-

provements, and the outlook for the future is better than for some time past, although at present there is not much doing owing to the change not being fully accomplished.

#### CONDITION OF LOCAL INDUSTRIES.

The condition of the *lumber trade* is active, there being a good demand for logs for export. Work in the woods is plentiful, there being a steady demand for experienced men. The saw mills are also working very steadily, but there are plenty of men to fill all demands.

In the *coal mines* there are a great number of men out of work, but an early improvement is looked for owing to the duty being taken off on the American side, where nearly all the coal that is mined here is shipped.

In the *quartz mines* hardly any work is being done at present.

#### CONDITION OF PARTICULAR TRADES.

*Food and tobacco preparation.*—Cigar-makers report business as fair.

*Transport.*—Teamsters and expressmen report business quiet.

*Unskilled labour.*—There is hardly any demand for unskilled labour.

#### DISTRICT NOTES.

*Cumberland.*—The coal mines at Cumberland are working steadily, the discovery of a seam of anthracite coal having caused operations to be started to develop the field.

*Ladysmith.*—A good deal of building and general improvement work going on. The smelter is in good running order, and employs a number of men.

## LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

### III. THE PROVINCE OF ONTARIO—*Continued.*

IN the September, 1902, number of the *Labour Gazette* was commenced the publication of a series of descriptive and statistical tables on the subject of labour organization in Canada.\* In that number the development and present position of labour organization in the maritime provinces was dealt with. In the October, 1902, number, the series was continued with the publication of descriptive and statistical tables in reference to labour organization in the province of Quebec. On account of the publication in the November, 1902, number of the results of a special investigation made by the department into the coal situation in Canada, the series had to be discontinued in that number. Also because of the publication of statistical and descriptive reviews of industrial and labour conditions during the year 1902, the series had to be omitted in the January, 1903, *Gazette*. In the December, 1902, number the subject of labour organization in the province of Ontario was dealt with. Owing, however, to the large number of organizations in that province, the tables descriptive of the present position of labour organization alone were published. The statistical table illustrating the growth of labour organization in that province, which, in the case of the articles on the maritime provinces and Quebec, was published in the same issue with the descriptive tables, being held over for a subsequent number. The

statistical table appears in the present issue.

The classification of the table has been so arranged as to illustrate the growth of labour organization by class of trades or callings organized. The years in which local organizations were formed are given, and by reference to the grouping of trades it may be seen at a glance how many were formed in each particular year, and at what periods organization was most active. Viewed from another standpoint the tables also disclose in which groups of trades organization has been carried on most extensively. A detailed statement of the method of presentation and of other facts published in connection with these tables is given in the September, 1902, number of the *Gazette*.

#### Incompleteness of Tables.

In preparing both the descriptive and statistical tables the department made every effort to have its information as accurate as possible. Notwithstanding the fact, however, that numerous appeals were made to some of the organizations for even such scanty returns as a statement of the date at which the organizations were formed, the department was unable to receive from all replies which would admit of its information being absolutely complete. There is, accordingly, a slight difference in the figures to be found in the two groups of tables, the descriptive tables being the more complete, inasmuch as the mere existence of an organization afforded a sufficient basis for the securing of a record, whereas in the statistical tables illustrative of the growth of labour organization, where it was impossible to secure the date at which the organization was formed, it was not possible to record the organizations among the number given in the table illustrating labour development and growth.

\*The investigation upon which the compilation of these tables is based was carried on by the Department of Labour during the months immediately following its establishment. In the September, 1901, issue of the *Gazette*, the first fruits of the investigation were published in the commencement of a directory of labour organizations of Canada, which was continued through subsequent issues of the *Gazette*, and completed in the May number of the past year. The investigation was made to include only such organizations as had been formed until July 31, 1902, and of these organizations, only such as were existing at that date. No notice was taken in the record of organizations which had previously been formed but subsequently lapsed, and were no longer in actual existence in July, 1902.

In the descriptive tables of labour organization in Ontario, which appeared in the December, 1902, number of the *Gazette*, the total number of organizations in that province was given as 547. In the present tables illustrative of the growth of organization it has been possible to secure exact information as to their date of formation only in regard to 429 existing organizations. In other words, for as many as 118 organizations the department was unable to obtain any returns as to the date of their formation. Even in the descriptive tables there are undoubtedly some omissions. The general result, however, may be taken as fairly accurate. In the statistical tables practically all of the most important organizations have been taken note of, so that for purposes of understanding the general trend of development of organization by trades and years, the incompleteness of detail will affect only in a slight way the accuracy of any generalization which may be based upon them.

A further limitation to be noted is the fact that in the statistical tables no account has been taken of federated groups of organizations, as for example, central and district councils, international organizations, general assemblies, &c.

As already mentioned the extent and nature of existing organizations in the province of Ontario is dealt with in the December, 1902, *Gazette*. The statistical tables published in the present number refer only to its growth.

### Early Organization.

The first point of interest to be noted in connection with the growth of labour organizations in the province of Ontario, is that, of the existing organizations, the earliest to be formed was an organization in the printing trades, which was formed as early as the year 1844. This was the present local No. 91, of the International Typographical Union, with headquarters at Toronto. The Amalgamated Society of Engineers were the next to form a local organization, establishing, in 1850, a lodge

at Toronto, and in the following year a lodge at Kingston, Ontario. The respective numbers of these lodges at the present time being 570 and 566. In the same year the International Association of Machinists established a lodge at Hamilton. The first organization in the building trades was formed at Hamilton, Ont., the Amalgamated Society of Carpenters and Joiners having formed a union in 1860, which is the present Local No. 750 of that organization. Two years later the iron moulders formed a local union in the same city. In 1864, organization in the transport group was commenced in Belleville and Hamilton, in each of these cities a local organization of locomotive engineers having been formed. In 1868 organization in this group was considerably extended by the formation of local unions of railway conductors in Toronto, Brockville and London. In 1867 the printers union of Ottawa was organized, and in 1869 new organizations of printers were formed in Hamilton and London. In the same year the bricklayers formed a local at Toronto, and the cigarmakers an organization in the same city.

Reviewing this early organization, it would appear that of organizations at present in existence, only one was formed in the forties, three in the fifties and thirteen in the sixties, making a total of seventeen of the present organizations existing at the commencement of the seventies in Ontario.

### Organization from 1870 to 1900.

The seventies were largely years of industrial depression, and as a consequence, bad years for labour organization. Nevertheless, during that decade eighteen organizations in all were formed, which since that time have had a continuous existence. Of these organizations, eight were in the transport trades, four in the metal, engineering and shipbuilding trades, and four in the building trades, and one in each of the printing and tobacco trades. It is noteworthy that the two last mentioned were organized in

## LABOUR ORGANIZATION IN CANADA,—

## TABLE ILLUSTRATIVE OF THE GROWTH OF LABOUR

Classified group of Trades.	Province.	Year in which													
		1844	1850	51	1860	61	62	63	64	65	66	67	68	69	
Building.....	Ontario.....				1									1	
Metal Engineering and Shipbuilding.....	".....		1	2			1								
Wood Working and Furnishing.....	".....														
Printing.....	".....		1									1		2	
Clothing.....	".....														
Food Preparation.....	".....														
Tobacco.....	".....						1							1	
Leather.....	".....														
Fur.....	".....														
Textile.....	".....														
Mining and Quarrying.....	".....														
Transport.....	".....								2				3		
Glass Manufacture.....	".....														
Fishing and Agriculture.....	".....														
Employees of Public Authorities.....	".....														
Brewery Workers.....	".....														
Hotel and Restaurant Employees.....	".....														
Theatre Employees.....	".....														
Delivery Employees.....	".....														
Barbers.....	".....														
Broom Makers.....	".....														
Laundry Workers.....	".....														
Clerks.....	".....														
Stenographers.....	".....														
Musicians.....	".....														
Household Workers.....	".....														
General Labour.....	".....														
Knights of Labour.....	".....														
Industrial Brotherhood.....	".....														
Total number of Organizations in the Province of Ontario.....		1	1	2	1		1		2			1	3	4	

the last year of that decade, and that one in each of the organizations in the building and transport trades respectively were also organized in that year. Excepting three organizations in the building trades, organized in the years '70, '71 and '72, and three in the metal trades' group, organized in '74, there were no organizations formed during the seventies, other than those formed in the year '79, which have had a continuous existence to the present time, excepting alone the organizations formed in the transport trades.

With the eighties organization commenced on a much more rapid and general scale. Only five groups of trades in all had been represented up to that time, but

in '83 organization commenced in the clothing trades, and in '86 in the food preparation group and among the employees of public authorities. In '87 the first organization of barbers was formed, and also the first organization of musicians, and in '89 an organization was formed among fur workers. Simultaneously with these miscellaneous groups, organization continued steadily, and in fact, with very rapid strides among the other branches of the transport trades and in the building trades. Printers and tobacco workers also added materially to the number of their existing organizations. It was during the eighties that the Knights of Labour commenced organization in the province of Ontario, and three of their assemblies formed during that

## ITS GROWTH AND PRESENT POSITION.

DEPARTMENT OF LABOUR, CANADA.

L.O. STATISTICAL TABLES, SERIES B. NO. 3.

## ORGANIZATION IN THE PROVINCE OF ONTARIO.

Organizations were formed.

[illegible]

decade have continued to the present time. Reviewing the decade as a whole it would appear that 54 organizations were formed, which have continued to the present time.

In the nineties the steady improvement commenced in the eighties was continued without interruption, and as many as 121 organizations in all of such as still exist being added to the previously existing list during that decade. Of this number 38 were added during 1899, the last year of the decade. The transport group and the building trades group continued to be among the trades in which organization proceeded most rapidly, as many as 29 additional organizations in the transport group and 23 in the building trades group having been

formed at that time. In the metal, engineering and shipbuilding group a very rapid and important advance was made, no less than 29 organizations having been formed in this group, 14 of which were formed in the year 1899, the last year of the decade. Organization in the woodworking and furnishing groups commenced for the first time, 7 organizations in all being formed in that group during the decade, other groups to be represented for the first time were glass manufacture, with one organization in '97, hotel and restaurant employees with two organizations in '99, theatre employees with one organization in '94, delivery employees with one organization in each of the years '98 and '99, and clerks with one organization in '91.

During the nineties organizations was also continued in the printing, clothing and tobacco trades, as well as among the employees of public authorities and barbers.

### Organization since 1900.

With 1900 organization commenced on a scale much more extensive than in any previous year. Except the year 1899 immediately preceding, five times as many organizations were formed in 1900 as was recorded for the largest number formed in any preceding year, and nearly nine times as many as for the next largest number recorded in any other year. Between two and three times as many were formed as in 1899. During 1901 and 1902 organization continued on a scale very much the same, as many as 220 organizations, of which the department has a record, having been added during 1900, 1901 and to July 31, 1902. This is undoubtedly below the actual number, which was probably nearer 250. Taking account, however, of such organizations as were formed until July 31, 1902, together with those formed in 1900 and 1901, it will be seen that during these two years and a half more organizations were added to the existing list than were represented by the total number of organizations existing in the province at the beginning of 1900.

The metal, clothing, building, woodworking, transport and printing trades were the ones in which organization was most extensive. In the food preparation group, and in the tobacco group, as well as among hotel and restaurant employees and barbers, organization was also very materially extended. Organization was represented for the first time during the present decade in the leather trades, among textile workers, mining and quarrying, agricultural workers, brewery workers, broommakers, laundry workers, stenographers, household workers and general labour. Among the last named no less than 17 new organizations were formed. The Knights of Labour also added several new assemblies to their list, after a temporary cessation of organization during the eighties.

### Review of Organization by Years.

Reviewing the growth of organization over the entire period it would appear that there was little or no organization prior to the fifties, there being but one organization, namely, that of the printers, formed in 1844, in existence at the commencement of the sixties.\* During the sixties organization proceeded very slowly, and in only three or four groups of trades. In the seventies, owing to the depression of the times, the increase hardly exceeded the number organized in the previously decade. The eighties witnessed a considerable advance, not only in actual number of organizations, but also an increase in the number of trades in which organization took place. The nineties were years of substantial progress in labour organization, the total number of existing organizations having practically doubled in that decade, and in 1900 organization continued on a scale theretofore unknown, and so rapid and general as to mark out the past three years as years of exceptional growth.

### Organization according to Trades.

Having regard for the trades in which organization has taken place, it will be seen that not only was organization commenced at an earlier date and had a more continuous existence in the building, metal, engineering and shipbuilding and transport trades than in any other group, but that the number of existing organizations in these groups is at the present time much in excess of the number of existing organizations in any other groups. In all three groups the number of organizations is about the same, there being on July 31, 1900, about 75 in each group. Taken together, the three groups account for about one-third of the total number of labour organizations in the province of Ontario. The woodworking and furnishing and the printing and clothing trades contribute the next largest number of local organizations there being on July 31, 1902, 29 existin

\*This refers, of course, only to such organizations as are still in existence.

organizations in the woodworking and furnishing groups, 29 in the printing group and 37 in the clothing group. Of organizations having between 10 and 20 local unions, should be mentioned such as exist in the tobacco workers group, the food preparation group, barbers and general labour. The Knights of Labour also have 10 local organizations. Of organizations having as many as 5, but less than 10 local unions,

should be mentioned the employees of public authorities, hotel and restaurant employees and musicians, the organizations with less than 5 being those connected with the leather workers, glass manufacture, theatre employees, fur workers, textile workers, mining and quarrying, brewery workers, broommakers, laundry workers, clerks, stenographers and household workers.

## WAGES AND HOURS OF RAILWAY EMPLOYEES, CANADA—*Continued.*

### VI.—BAGGAGEMEN AND BRAKEMEN.

**D**URING the summer of 1902, the Department of Labour commenced a special investigation into the rates of wages and hours of labour of railway employees in Canada. An account of this investigation and the first results of it were published in the September, 1902, number of the *Gazette*, in which statistical tables giving the rates of wages and hours of employment of railway conductors appeared. In the October, 1902 number, the series was continued with tables in reference to locomotive engineers and in the December, 1902 number, were published tables in regard to locomotive firemen. Owing to a special investigation into the coal situation in Canada, the results of which appeared in the November, 1902 number of the *Gazette* and the reviews of industrial conditions in Canada during the past year, which appeared in the January, 1903, number, the statistical tables on rates of wages had to be held over for subsequent numbers. In the present issue the series is resumed with the publication of statistical tables on the rates of wages and hours of employment of baggagemen and brakemen on the several railways of the Dominion. The figures given, it must be remembered, indicate the rates of wages current during the summer of 1902. They do not take into account increases made since that time, it being thought that for purposes of comparison in future years

the fixation of a definite time applicable to all tables was preferable.

#### The Statistical Tables.

The figures appearing in the tables are taken from returns sent to the department by the several railway companies of the Dominion, and also from printed schedules supplied by organizations of railway employees. As in previous tables index numbers have been substituted for the names of the companies and the department in setting forth the rate has not given averages except to a limited degree, but has confined its statement to the forms adopted in the returns made by the several companies. About 50 different companies in all have reported the rates being paid by them to their employees. The data has been classified so as to present the facts in a concrete and simple form and in the manner best adapted for purposes of comparison. The grouping has been made first of all according to provinces and then each province according to classes of trains, where a difference in the rates paid has been specified in the returns sent to the department. Where no mention of any particular class of train has been made the rates have been inserted in the first column appearing, namely, that which gives particulars as to rates paid on passenger trains. For each class a further classification according to method of payment



## RAILWAY EMPLOYEES, CANADA.

DEPARTMENT OF LABOUR, CANADA,

## BAGGAGEMEN AND BRAKEMEN.

STATISTICAL TABLES, SERIES B, No 9.

## EMPLOYEES.

PASSENGER TRAINS—BRAKEMEN.						FREIGHT TRAINS—BRAKEMEN.					
Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.
	c.	\$ c.	c.	\$ c.	c.		c.	\$ c.	c.	\$ c.	\$
1st y. service.....	.....	.....	.....	1 30	.....						
2nd y. " .....	.....	.....	.....	1 45	.....						
3rd y. " .....	.....	.....	.....	1 55	.....						
4th sub. y. " .....	.....	.....	.....	1 75	.....						
.....					50 00						
.....					35 00						
.....			10-13½								
1st y. service.....				1 20							
2nd y. " .....				1 25							
3rd y. " .....				1 35							
1st y. " .....				1 30		On way freights 20c. per day extra.					
2nd y. " .....				1 45		On freight trains us- ing consolidation engines, 10c. per day extra.					
3rd y. " .....				1 55							
4th y. " .....				1 75							
.....				1 52-							
.....				1 64							
(10 hours=day) ...				1 25							
.....				1 25							
.....				1-1 15							
1st y. service.....				1 30		On way freight 20c. per day extra.					
2nd y. " .....				1 45		On freight trains us- ing consolidation engines, 10c. per day extra.					
3rd y. " .....				1 55							
4th y. " .....				1 75							
.....											
(12 hours=day) ...				1 50							
(10 " " )....				1 38							
Main line, 10 hour day.											
Senior rates. ....				1 54		Way freight, senior rate, \$2.31 per 100 miles, \$2 per day.					
.....				1 67		Way freight, junior rate, \$1.81 per 100 miles, \$1.60 per d.					
.....				2 12		Through fr't, senior rate, \$1.87 per 100 miles.					
Junior rates 20 per cent less.						Through fr't., junior rate, \$1.43 per 100 miles					
Branch line, senior rate.				1 92-		Mixed, 1st class...				1 40	
.....				2 00		.....				1 30	
Junior rates 20 per cent less.						.....				1 25	
Specified runs. ....					45-55	.....				1 40	
.....				1 85		.....				1 30	
.....						.....				1 25	
.....						.....				1 40	
.....						.....				1 30	
.....						.....				1 40	
.....						.....				1 30	
.....						.....				1 25	
.....						.....				1 25	
.....				1 75		Construction				1 25	
.....						.....				1 90	

WAGES AND HOURS OF

TABLE No. 4.—

CLASS OF

PROVINCE.	Railway Co.	PASSENGER TRAINS—BAGGAGEMEN.					ACCOMMODATION TRAINS—BAGGAGEMEN.						
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 mile.	Per hour.	Per day.	Per month.
			c.	¢	c.	\$ c.	\$ c.		c.	¢	c.	\$ c.	\$ c.
Quebec—Con.	19					2 10							
	22	Main line . . . . .					47 50— 50 00						
		Branch lines . . . . .					42 00						
	21												
	23												
	2	1st y. service. . . . .				1 30							
		2nd y. " . . . . .				1 45							
		3rd y. " . . . . .				1 55							
		4th, sub. y. " . . . . .				1 75							
		(On certain trains 10c. per day extra.)											
	3						45-75						
	1						60 00	Mixed. . . . .					50-55
		(Short'r routes)					37 50— 50 00						
Ontario . . . . .	42												
	43					1 50							
	27												
	24												
	25						45 00						
		(\$1 per m. add- ed for each y. in service.)											
	26					2 00							
	28	Main line. . . . .					60 00						
		Branches . . . . .					45-60						
	30												
40													
4					1 85								
1						52-60	Mixed. . . . .					50-55	
							Local. . . . .					45-55	
	(Short'r routes)					37 50— 38 50							

RAILWAY EMPLOYEES, CANADA—Continued.

BAGGAGEMEN AND BRAKEMEN—Continued.

EMPLOYEES—Continued.

PASSENGER TRAINS—BRAKEMEN.						FREIGHT TRAINS—BRAKEMEN.					
Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.
	c.	¢ c.	c.	¢ c.	¢		c.	¢ c.	c.	¢ c.	¢
Main line.				1 90		1st six months.				1 75	
Branch line.					42-54	After "				2 00	
				1 85	40 00					1 85	
				1 40							
				1 60							
1st y. service.				1 30		Way, 1st y. service.				1 50	
2nd y. "				1 45		2nd "				1 65	
3rd y. "				1 55		3rd "				1 75	
4th, sub. y. "				1 75		4th, sub. "				1 95	
						On freights using consolidation engines.				1 40	
					42-65	Mixed service.				1 55	40-60
						Freight service.	1 55-1 75				
					55 00	Way freight.					50-70
(Shorter routes).					35-45	Local.					45-55
						Through freight.	1 43-1 87				
						Way freight.	1 81-2 31				
(12 hours).				1 25-1 40-1 70						1 50-1 70	
					30 00						
1st y. service.				1 10							
2nd y. "				1 25							
3rd y. "				1 40							
					45-50	Through Local freight.					45 00
(\$1 per mo. added for each year in service.)						Yard					45-50
				1 70		(\$1 per m. added for each y. in service)					50 00
						Through				1 80	
Main line.					50 00	Way freight				1 60	
Branches					45-50	Through.					45-50
Senior	1 15					(2,900 miles=1 m., 112 miles=1 d.)					
Junior	1 15					Construction (12 h.=day.)					60 00
						Way.					60 00-62 50
				1 10-1 25							
					50 00						50 00
				1 75							
					47-55	Mixed.					45-50
(Runs are 1 1/4 to 1 1/2 d., made in from 3 to 8 & 9 hours.)						Way.	1 81-2 31				
							1 43-1 87				
Shorter routes.					35-40	Through.					

WAGES AND HOURS OF

TABLE No. 4.—

CLASS OF

PROVINCE.	Railway Co.	PASSENGER TRAINS—BAGGAGEMEN.					ACCOMMODATION TRAINS—BAGGAGEMEN.						
		Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.
			c.	¢	c.	¢ c.	¢		c.	¢	c.	¢ c.	¢
Ontario—Con.													
	3	According to Division.					26-70	According to Division.					42-70
		According to Division.					27 50-77 00	According to Division.					27 50-65 00
Manitoba. ....	1	Main line.....	1½					Mixed.....					60 00
		Guaranteed a salary of (Allowed 3c. per mile after 3,100 mls. per month.)					65 00						
		Branch lines..					65-75						
			1½										60 00
	41	Guaranteed salary of					65 00						
Br. Columbia .	1	Main line.....					65 00	Mountain section.	3				
		Field to Laggan.				3 00							
Yukon Ter....	34												

has been made, as for example, where payment is made by time or by distance, as per hour, per day, per month, per mile and per 100 miles.

Under the heading 'specified conditions' more complete details are given, as for example, particulars as to the differences according to length of time of service, or the nature of particular rates.

In referring to the present tables the reader should keep in mind that there may be a number of considerations governing the employment of the classes of labour named other than the rate of remuneration and that no account of any such considerations is indicated in the tables except to a very limited extent under the heading of 'specified conditions.' In some instances there appears to be a wide margin

## RAILWAY EMPLOYEES, CANADA.

BAGGAGEMEN AND BRAKEMEN—*Concluded.*EMPLOYEES—*Concluded.*

PASSENGER TRAINS—BRAKEMEN.						FREIGHT TRAINS—BRAKEMEN.					
Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.	Specified Conditions.	Per mile.	Per 100 miles.	Per hour.	Per day.	Per month.
	c.	\$	c.	\$ c.	\$ c.		c.	\$	c.	\$ c.	\$
.....	.....	.....	.....	.....	.....	(Further west).....	.....	1 76 2 00	.....	.....	.....
According to Division.	.....	.....	.....	.....	45-60	According to Div..	1 75 2 45	.....	.....	.....	.....
According to Division.	.....	.....	.....	.....	48-70	Short freight runs..	0 85 1 75	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	Way freights .....	.....	.....	.....	.....	48-68
.....	.....	.....	.....	.....	.....	According to Div..	1 85 2 00	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	Middle and South'n way freights.....	.....	.....	.....	.....	45-73
.....	1 1/8	.....	.....	.....	.....	Mixed .....	.....	.....	.....	.....	60 00
Guaranteed salary of (Allowed 3cts. per mile after 3,100 miles per month)	.....	.....	.....	.....	60 00	Work (26 d. of 12 h. or less).	.....	.....	.....	.....	70 00
Branch lines.....	.....	.....	.....	.....	70-75	Freight (9 h.) senior.	.....	2 07 1 75	.....	.....	.....
.....	1 1/8	.....	.....	.....	.....	Junior.....	.....	.....	.....	.....	60 00
Guaranteed salary of	.....	.....	.....	.....	60 00	Work train (26 d. of 12 hours).	.....	.....	.....	.....	70 00
.....	.....	.....	.....	.....	.....	Freight trns. senior, (9 hours).....	2 07	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	Freight trns., junior	1 75	.....	.....	.....	.....
Main line.....	.....	.....	.....	.....	65 00	.....	.....	.....	.....	.....	.....
Field to Laggan...	.....	.....	.....	3 00	.....	Mountain section ..	3 00	.....	.....	.....	95 00
Westminster sec- tion (10 hours).	.....	.....	.....	.....	70 00	Mountain sec. (work trains).	.....	.....	.....	.....	.....
Mixed. ....	.....	.....	.....	4 25	.....	Other sections .....	.....	.....	.....	.....	70 00
.....	.....	.....	.....	.....	.....	Work trains .....	.....	.....	.....	4 25	.....
.....	.....	.....	.....	.....	.....	Rotary trains .....	.....	.....	.....	4 50	.....
.....	.....	.....	.....	.....	.....	Switching .....	.....	.....	.....	3 85	.....

between the rates given as applicable to one particular route. This is owing to the fact that wherever a schedule has specified a number of rates appertaining to particular trains or routes the department has selected for publication only the minimum and maximum rates.

## Other Tables.

Statistical tables on the wages and hours of maintenance-of-way men, yardmen, switchmen, freight handlers and telegraphers will appear in subsequent numbers of the *Gazette*.

## THE AGRICULTURAL INDUSTRY IN BRITISH COLUMBIA.\*

**D**URING the month of January, a very complete and accurate body of statistics relating to the agricultural industry of the province of British Columbia was issued by the Dominion census of 1901. The work in question has been prepared with the utmost care, and in view of the complex nature of the information at command, with very satisfactory results, the bulletin being an exceedingly valuable memorandum on an increasingly important division of the leading industry of the Dominion.

Returns have been compiled to show the statistics of (1) areas of five acres and over, as 'farms,' and (2) areas under five acres, as 'lots,' with full enumeration of the live stock, fruit trees, &c., of the province. It is pointed out that, in the case of a very large majority of occupiers of less than five acres, the use of the land in an agricultural sense is only an incidental occupation, and that, therefore, as regards means of living, such persons are not to be counted among the farming classes. In spite of the conventionality of the dividing line, however, it is hoped by the census that in adopting a uniform classification of farms and lots throughout Canada a basis may be afforded for the study of comparative agriculture, as well as some phases of its economics.

### Agricultural Areas.

The total area of the province of British Columbia above tide level is 236,922,177 acres, of which only 0.63 per cent is occupied in farms and lots, the average size of the former being 252 acres, and of the latter 1.21 acres. There are 5,938 farms and 801 lots. Of the former, 36 per cent are between 101 and 200 acres in extent, and of the latter 70.3 per cent are of an acre or more. The land owned is 86.04 per cent, and the land leased or rented 13.96 per

cent of the whole area occupied as farms, while of the area occupied as lots 64.78 per cent is owned and 35.22 per cent is rented. The land occupied as lots is practically all in an improved state, while 31.59 per cent in the case of farm lands is improved and 68.41 per cent unimproved, 391,096 acres of the latter being in forest and 632,640 in swamp and other waste land. About 36 per cent of the improved land is in field crops, 2 per cent in orchard and gardens, and the rest in pasture. There are 471 acres of forest plantation in the province, and an average of six ornamental trees have been planted on each farm or lot.

### Fruit Growing.

The number of acres in orchard in British Columbia is 7,430, or an increase of 993 in the decade. The land in vegetables and small fruits also increased from 1,288 acres to 2,840 acres since 1891, but decreases are shown in the areas of vineyards and nurseries. There are 436,644 apple trees in the province, 8,227 peach trees, 47,243 pear trees, 88,943 plum trees, 28,212 cherry trees, 39,822 other fruit trees and 8,875 grape vines. Apple, pear and plum trees yielded an average of about one bushel per bearing tree; peach and cherry trees about  $\frac{3}{4}$  of a bushel; and grape vines about nine pounds. Compared with the census of 1891, the crop of apples shows an increase of 213 per cent, of peaches 70 per cent, of pears 108 per cent, of plums 194 per cent, and of grapes 96 per cent, the crops of other fruit trees showing a decrease of nearly 57 per cent. The number of non-bearing trees is regarded as an indication of new plantings, and larger yields, it is stated, may be looked for in the future.

### Field Crops.

Hay, oats, wheat and roots occupied 94 per cent of the area devoted to field culture in 1900. The area in hay has increased since 1891 from 64,611 acres with a yield of 102,146 tons to 102,751 acres with a yield of 170,187 tons. Potatoes show an increase

\*In the *Labour Gazette* for January, at page 562, a review of the agricultural industry in Prince Edward Island, as based on Bulletin 11 of the census of 1901 was published and forms an interesting basis of comparison with the present article.

of 3,971 acres, and oats an increase of 10,-218 acres. The cultivation of tobacco and hops is extending, and a beginning has been made with mixed grains and forage crops. The total increase in areas under field crops in British Columbia between 1891 and 1901 was 56,476 acres or 49 per cent.

The following table shows the average yield per acre of the principal crops for the harvests of 1890 and 1900 :—

	1900.	1890.
Wheat.....bush.	23·07	25·62
Oats.....bush.	41·94	39·05
Potatoes.....bush.	116·83	162·78
Hay.....tons.	1·65	1·58

Live Stock and Animal Products.

Decreases in horses and sheep during the past decade are indicated in the bulletin. Milch cows show a gain of 7,031, while other horn cattle show a loss of 8,948. The averages in round numbers per farm are: horses 5, milch cows 4, other horn cattle 17, sheep 6, swine 7, and poultry of all kinds 43. There have been decreases in the number of cattle and sheep sold for slaughter and an increase in the number of swine. The quantity of fine wool is less than at the former census by 1,000 pounds, and of the coarse wool by 38,896 pounds. The production of home-made butter has increased by nearly 300 per cent, and seven factories have been put into operation during the decade. A production of 1,651,741 dozen eggs, valued at \$426,629 in 1900 is recorded.

Agricultural Values.

Agricultural values of farms and lots in the province show a total for land and buildings of \$26,001,377, for implements of \$1,201,196, for live stock of \$6,184,313, and for crop and animal products of the census year \$6,664,369. The total value of farm property is thus \$32,465,512, of which land represents 64 per cent, buildings 15 per cent and live stock 16 per cent. The average British Columbia farm, accordingly, which, as stated above, consists of 252 acres of which 79 acres are improved, is valued at \$5,467.41, made up of land and buildings, valued at \$4,365.81, implements and ma-

chinery, valued at \$198.84 and live stock, valued at \$902.76. The aggregate gross value of farm products for the census year was \$6,219,761, or \$1,047.45 for an average farm, which is 19·16 per cent of the investment. Field crops on such a farm represented 49·62 per cent of the year's production, live stock 18·72 and dairy products 16·11 per cent.

The following further statistics on the subject of agricultural values may be quoted verbatim from the bulletin :—

The average value of horses on farms per head is \$50.87, milch cows \$42.59, other horned cattle \$23.95, sheep \$4.93, and swine \$6.49; and the average value of horses per farm is \$253.86, milch cows \$157.43, other horned cattle \$395.06, sheep \$27.19, swine \$42.59 and poultry and bees \$26.63.

In the value of dairy products is included the milk and cream sold to butter factories, amounting to \$95,894. There were seven factories in operation in the province during the census year, which produced 395,461 pounds of butter, worth \$103,497. The first of the factories began operations in 1895 and two others were added in the following year.

The extent of land rented as farms is 208,830 acres, and the rental value for the year is \$213,-216, being an average of \$1.02 per acre or \$257 a year for an average farm. The rate of wages for hired labour on the farm, including board, is \$9.04 per week, which is nearly two and a half times more than in Prince Edward Island.

RECENT INDUSTRIAL INVENTIONS.

The following particulars have been obtained from the latest number of the *Canadian Patent Office Record*, issued by the Department of Agriculture.

During the month of November, 1902, 381 patents were issued in Canada. Of these 18 were for new electrical inventions and processes, and a like number for manufacturing machines. There were 17 patents for agricultural implements and machines, including machines for furrowing, planting, mowing and threshing.

Of utilities for business offices there were 8 inventions, the most important being adding and recording, addressing, and duplicating machines. Six patents were concerned with the mining industry, two each for ore amalgamators, concentrators and methods of treatment. Twenty-two were connected with the railways, of which there were five brakes, two couplers, three

rail joints, three cattle guards and two ties. In addition there were ten others that had to do with steam engines and boilers or their parts.

Of new manufacturing and chemical processes there were fourteen. The only apparatus for lighting patented were two ace-

tylene gas generators, and for heating three hydro-carbon burners and one coal oil or petroleum heater. The remaining patents were chiefly for improvements on existing machinery, and miscellaneous inventions which do not fall within any of the classes mentioned above.

## THE COAL SITUATION IN CANADA DURING THE MONTH OF JANUARY.

**I**N continuation of the series of special reports prepared by the Department of Labour in relation to conditions in Canada resulting from the strike of miners in the anthracite regions in Pennsylvania, the present review is devoted to a summary of the leading features in the general fuel situation in Canada during the month of January. As in the case of the reports which appeared in the issues of the *Labour Gazette* for December and January, the correspondents of the department have supplied the bulk of the information presented, though the press of the country has also been utilized as fully as possible under the circumstances. The headings under which the information obtained by the department is presented as in the previous reports, have reference to the following points:—

(1) Quantity of coal and other fuel received during January; (2) the leading movements in fuel prices during the month; (3) the extent to which lack of transportation was a factor in the embarrassment of the situation; (4) the action of municipalities; and (5) the outlook as to the general fuel supply for the balance of the winter season.

### General Statement.

On the whole no material alterations, other than those largely local in their application, can be stated definitely to have taken place in the fuel situation during the month just closed. The stringency in western Canada particularly has been noticeably alleviated, and in several cities of Ontario changes for the better in the general situation were reported during the month.

Though supplies were, as formerly, limited, by a system of careful distribution they have thus far proved adequate to the demand, and have been received with sufficient regularity to have considerably relieved anxiety in several leading centres of population. Prices fluctuated considerably according to locality, although on the whole, and considered from the standpoint of the more thickly populated districts, the tendency was slightly downward. From the standpoint of transportation the problem was distinctly ameliorated during January. At the close of the month a more hopeful view of the situation was distinctly observable, though as previously stated, generalization on a question so largely a matter of local conditions is a matter of exceptional difficulty.\*

### Coal Supply Received During January.

In addition to the information as to the coal supply received from the correspondents of the *Labour Gazette* at the close of the past month, the department has been enabled by the courtesy of the Department of Customs to publish herewith returns of the quantities of the bituminous and anthracite product entered for consumption in Canada from the United States during the month of January. The figures, it should be noted, are unrevised, but are at least a close approximation to the final returns on the subject. As a great share of the bituminous and all of the

\*A special article relating to the action laid against the Ontario Coal Association at Brantford, Ont., for alleged conspiracy to lessen competition in the purchase and sale of coal will be found immediately following the present review.

anthracite in the sections of Canada most severely affected by the famine are supplied from sources in the United States, the information which the department is thus enabled to present is comparatively complete as regards the main phases of the situation. Owing, however, to the activity of production in the Canadian mines of Nova Scotia and the North-west Territories, the following digest of reports from the correspondents of the *Gazette* is included in present article, as in the previous articles on the subject which appeared in the issues of the *Gazette* for November, December and January.

Statement (by ports) showing the quantity of bituminous and anthracite coal imported into the Dominion of Canada during the month of January, 1903.

Ports.	Bit. Coal.	Ant. Coal.
	Tons.	Tons.
Amherstburg, Ont. . . . .	246	257
Belleville, Ont. . . . .	573	56
Berlin, Ont. . . . .	2,263	2,232
Bowmanville, Ont. . . . .	146	523
Brantford, Ont. . . . .	2,362	4,360
Brockville, Ont. . . . .	61	1,041
Chatham, Ont. . . . .	2,057	1,608
Cobourg, Ont. . . . .	1,024	838
Collingwood, Ont. . . . .	137	223
Cornwall, Ont. . . . .	110	1,276
Deseronto, Ont. . . . .	996	260
Fort Erie, Ont. . . . .	30,403	1,477
Fort William, Ont. . . . .	.....	4,058
Galt, Ont. . . . .	2,311	2,086
Gananoque, Ont. . . . .	.....	549
Goderich, Ont. . . . .	1,442	1,454
Guelph, Ont. . . . .	1,633	2,664
Hamilton, Ont. . . . .	9,177	5,572
Hope, Ont. . . . .	214	1,062
Ingersoll, Ont. . . . .	139	535
Kingston, Ont. . . . .	454	2,602
Lindsay, Ont. . . . .	175	423
London, Ont. . . . .	2,209	8,727
Midland, Ont. . . . .	54	29
Morrisburg, Ont. . . . .	48	616
Niagara Falls, Ont. . . . .	2,599	2,875
Oshawa, Ont. . . . .	1,474	645
Ottawa, Ont. . . . .	1,800	13,199
Owen Sound, Ont. . . . .	48	92
Paris, Ont. . . . .	613	932
Parry Sound, Ont. . . . .	3,573	26
Peterborough, Ont. . . . .	740	1,205
Port Arthur, Ont. . . . .	291	.....
Prescott, Ont. . . . .	2,769	2,311
St. Catharines, Ont. . . . .	1,094	4,256
St. Thomas, Ont. . . . .	10,418	2,462
Sarnia, Ont. . . . .	29,764	703
Sault Ste. Marie, Ont. . . . .	8,399	1,737
Simcoe, Ont. . . . .	125	701
Stratford, Ont. . . . .	2,540	2,583
Toronto, Ont. . . . .	31,150	35,056
Trenton, Ont. . . . .	694	202

Statement (by ports)—*Concluded.*

Ports.	Bit. Coal.	Ant. Coal.
	Tons.	Tons.
Whitby, Ont. . . . .	208	526
Windsor, Ont. . . . .	36,710	1,083
Woodstock, Ont. . . . .	777	2,323
Wallaceburg, Ont. . . . .	.....	57
Coaticook, Que. . . . .	32	.....
Cookshire, Que. . . . .	80	.....
Hemmingford, Que. . . . .	233	549
Montreal, Que. . . . .	2,259	5,993
Quebec, Que. . . . .	53	918
St. Armand, Que. . . . .	94	.....
St. Johns, Que. . . . .	.....	14,565
Sherbrooke, Que. . . . .	669	.....
Stanstead, Que. . . . .	.....	41
Valleyfield, Que. . . . .	241	824
Halifax, N.S. . . . .	.....	1,095
Lunenburg, N.S. . . . .	.....	427
Yarmouth, N.S. . . . .	.....	394
St. John, N.B. . . . .	250	4,503
St. Stephen, N.B. . . . .	2	1
Winnipeg, Man. . . . .	4,500	91
Grand Forks, B.C. . . . .	59	1
Nelson, B.C. . . . .	153	.....
Rossland, B.C. . . . .	237	.....
Vancouver, B.C. . . . .	586	.....
Victoria, B.C. . . . .	305	.....
Total. . . . .	203,833	146,904

## BY PROVINCES.

Ontario. . . . .	194,020	117,502
Quebec. . . . .	3,716	22,890
Nova Scotia. . . . .	.....	1,916
New Brunswick. . . . .	252	4,504
Manitoba. . . . .	4,500	91
British Columbia. . . . .	1,345	1
	203,833	146,904

*Maritime Provinces.*—At Halifax not nearly enough anthracite to supply the demand was received, though bituminous coal was fairly plentiful. At Charlottetown, P.E.I., no coal or other fuel was received during January. At St. John, N.B., anthracite from New York to the extent of 695 tons, and from Scotland to the extent of 2,051, or a total of 2,746 tons, and soft coal to the extent of about 17,000 tons were received. A steamer also arrived weekly from Louisbourg, C.B., with about 3,000 tons, a large proportion of which was intended for Atlantic steamers. About 174 cars of coal were in all received via the Intercolonial Railway.

*Quebec.*—Several carloads of American anthracite were received at Quebec. There

was also a considerable stock of soft coal, but the greater portion of it is now held for sale. A very small quantity of anthracite was received at Sherbrooke, but sufficient soft coal and wood was obtainable to prevent suffering or interruption to industry. One carload only of anthracite had been received at Three Rivers up to January 29, and this was the first to arrive since the close of navigation. Four cars of hard coal and fifteen cars of soft were received at St. Hyacinthe. At Montreal much alarm was felt at different periods owing to the small receipts. Hundreds of applicants for coal were turned away by the dealers daily and many of the factories were forced to run short. At Hull only a few scattered car loads were received.

*Ontario.*—About 5,000 tons of anthracite reached Ottawa in January, which is about one-half of the necessary supply. The deficiency was made up largely by wood, soft coal and Welsh coal. No coal was received at Kingston and very little at Belleville. The situation, however, in Toronto showed on the whole a decided improvement and deliveries were more satisfactory, coal coming in at the rate of about 2,000 to 2,500 per day. Some of the manufacturers are suffering from the scarcity of soft coal, and the Queen City Mills at Toronto Junction closed down entirely on this account. There has been little or no actual distress, however, beyond that which usually prevails among the very poor at this season, and the city relief officer has been able to meet every contingency that has thus far arisen. In Toronto Junction the Canadian Pacific Railway Company is furnishing its employees with soft coal at \$8.50 per ton. It is estimated that about 2,000 tons of anthracite and about 500 tons of bituminous were received at Hamilton during January, soft coal being exceptionally scarce. At Brantford conditions somewhat improved in January, more soft coal having been received than in December, though the supply was still unequal to the demand. A number of the factories secured coal for their employees. At Guelph also the fuel situation improved, both coal and wood

having been received in larger quantities than formerly. More difficulty, however, was experienced at Stratford in January than in December in obtaining fuel, the small quantities of coal that arrived being sold in quarter ton lots and much inconvenience being caused. The good sleighing, however, relieved the situation somewhat in the matter of the wood supply. At London 7,259 tons of anthracite were received and 3,089 tons of bituminous coal and slack, and a considerable amount of wood was brought in on sleighs. The general situation in consequence showed some improvement. Limited quantities of coal reached St. Thomas, which by a system of distribution in half ton lots prevented inconvenience. At Chatham considerable quantities of coal and wood were received, and at Windsor sufficient was received to enable the dealers to keep their customers fairly well supplied and manufacturers, with the exception of the Salt Company, whose consumption is large, were not seriously effected.

*Manitoba and the West.*—Conditions of supply have notably improved during the month. At Brandon 1,500 tons of coal were received and 800 cords of cordwood. At Winnipeg no serious inconvenience was felt.

### Price Movements during January.

*Maritime Provinces.*—Price movements have been upward at Halifax, anthracite bringing from \$10 to \$12 per ton. No changes were reported at Charlottetown P.E.I. At St. John, American anthracite sold for \$11 per ton, Scotch anthracite at from \$9 to \$10 and screenings at \$6 per ton. Soft coal remained unchanged at \$6.80 and \$8.25 per caldron.

*Quebec.*—Prices quoted for anthracite during the month ranged from \$15 to \$18 per ton. Hocking valley sold at \$7.50 and Cape Breton coal at \$6.50 per ton. Wood averaged from \$5 to \$6 per cord for two and a half foot, birch and maple. The carload of anthracite received at Three Rivers was retailed at \$8.25 per ton of 2,000

pounds. Welsh coal sold at \$10.25 per ton in Sherbrooke. Anthracite advanced \$1.15 per ton to \$9. Soft coal also advanced to \$7.50. Hard coal sold at \$12 to \$12.50 per ton in St. Hyacinthe and soft coal at \$6.40 to \$7. Prices fluctuated in Montreal, \$9 to \$10 being generally paid for hard coal and \$7 for soft, though certain dealers asked considerably higher. At Hull \$8.50 per ton was asked.

*Ontario.*—The municipality of Ottawa sold 840 tons during January at \$8. Prices generally remained unchanged except that a few dealers charged other than regular customers \$9 a ton instead of \$8.50, the ruling price. No changes in prices occurred at Kingston. At Belleville anthracite advanced on January 15, from \$8 to \$8.50 a ton. No changes in the normal price of coal since December were reported from Toronto, anthracite selling at \$8.50 and bituminous at \$8. Prices fluctuated, however, according to dealers and daily conditions. An advance of \$1 per ton all around was made on coal prices at Hamilton, hard coal selling at \$10 to \$11 and soft coal at \$7 to \$8. Prices for hard coal remained unchanged in Brantford, namely, \$9 per ton. About 500 orders were filled from the municipal wood yards, the supply having been more than equal to the demand. Hard coal sold in considerable quantities in Galt for \$10 to \$12 per ton, but later in the month the price dropped to \$8.50. Soft coal brought from \$7 to \$8 per ton, and wood from \$8 to \$10 per cord for No 1 hard, and \$6 to \$8 for No. 2, or mixed. At Stratford coal, generally speaking, remained at \$8 per ton for hard and \$7 for soft. Hard coal in London sold at \$10 to \$12, soft steam coal rose to \$7 and soft domestic coal brought from \$8 to \$10; four foot hardwood brought \$8 per cord, or \$9 cut and split. Anthracite prices remained stationary at St. Thomas, at \$8 per ton. In Chatham soft coal prices ranged as high as \$7.50 and hard coal from \$7.50 to \$8.50. The range in Windsor was from \$6.50 to \$8.50 for anthracite, hardwood bringing from \$5 to \$9 per cord.

*Manitoba and the West.*—Fuel prices have not been subject to much variation in this section of Canada. The good sleighing has caused declines in wood prices amounting in Brandon to 50 cents per cord.

### The Transportation Problem.

*Maritime Provinces.*—At Halifax transportation facilities were fully equal to the occasion, though the early setting in of winter and closing of navigation prevented three thousand tons of coal from reaching Charlottetown, P.E.I. Shortage of cars also caused scarcity of soft coal at periods during the month at St. John. N.B.

*Quebec.*—Lack of transportation facilities was not a factor in the situation at Quebec, Three Rivers and Sherbrooke, but at St. Hyacinthe the lack of cars created considerable inconvenience. At Montreal the situation was fairly well met by the railways. At Hull, however, the difficulties of winter transportation were held largely responsible for the scarcity and high price of coal throughout the month.

*Ontario.*—According to Ottawa coal dealers, rush of orders rather than lack of transportation facilities was the prominent reason alleged by coal operators for non-delivery. At Kingston no stringency was experienced. No coal, however, was received at Belleville. Toronto dealers reported that the inconvenience which existed owing to lack of transportation facilities was to be attributed rather to the American than to the Canadian railways. At Hamilton the transportation problem was well met, though at Brantford the railways were held responsible to a considerable degree for the lack of fuel. At Guelph, Stratford, London, St. Thomas, Chatham and Windsor, the difficulty was rather one of source of supply than of transportation.

*Manitoba and the West.*—At Winnipeg the general position is satisfactory, and at Brandon likewise a noted improvement of deliveries was reported during the month.

## Municipal and Corporate Action.

Only a few instances of corporate intervention in connection with the coal famine were reported to the department in January, there being none from the maritime provinces and Manitoba. At a meeting of the city council of St. Hyacinthe a committee was appointed to secure coal and wood to be sold to citizens at a fixed price. Various orders were given by the municipal authorities in Montreal during the month in continuation of the previous policy of the city council and a general active interest in the varying phases of the situation was maintained by the authorities. In Ottawa the city continued to deliver coal at the rate of from eighty to one hundred tons a day until the exhaustion of its supply. The Toronto civic fuel yards continued to supply fuel to citizens, the Board of Control on January 12 authorizing the purchase of from 1,000 to 3,000 tons of coal from Bay City, Mich. This was retailed at \$6.50 a ton, and the city also procured thirteen car loads of Welsh coal, which arrived on the 23rd and was sold at \$9 for screened and \$8 for unscreened. Slack was sold at \$4 per ton, half-ton orders only being taken. In Hamilton the municipality sold No. 2 wood at \$5.50 per cord, and two car loads of soft coal were ordered by the city towards the close of the month and sold at \$7 a ton. About five hundred orders were filled from the municipal yards at Brantford during the month. An attempt was made by the city councils of Guelph and Berlin to secure a supply of coal for public distribution. In the latter town first-class hard wood was offered by the municipality at \$7.50 per cord. At Galt the two hundred cars of wood previously secured by the town council were almost disposed of, and an effort made to secure a further supply. In London the municipal wood yards reduced prices of long hard wood from \$7.50 to \$7 and of soft maple from \$5.25 to \$5. Soft coal from Detroit and hard coal from Buffalo for relief purposes was also secured. The city council of Windsor purchased 500 cars of wood, which was sold at from \$5 to \$9 per cord.

## The Outlook.

*Maritime provinces.*—In Halifax the outlook at the close of January was not as favourable as at the beginning of the year. A somewhat unusual feature is largely responsible for this, the severe weather of the Atlantic having driven many steamers to the port short of coal, and the practical exhaustion of the bituminous supply being the result. In Charlottetown likewise, a shortage estimated at 3,000 tons is reported, and the outlook is that present supplies will be exhausted by the middle of March. In St. John, N.B., on the other hand, a number of citizens have been able to secure a supply sufficient for the balance of the season, and conditions generally are much more satisfactory.

*Quebec.*—In Quebec city an abundance of wood seems to be assured, and coal likewise, it is anticipated, will reach the city from time to time. At Three Rivers no definite information is available as to probable future coal deliveries. Sherbrooke is well supplied and anticipates no severe stringency, though advanced prices are expected to prevail until the end of March. Considerable anxiety is being felt at St. Hyacinthe, and prospects are decidedly uncertain. In Montreal prices at the close of the month showed a tendency to decline, but prospects are that the stringency will continue for some time to come. Little anxiety as to the future is felt in Hull, the fuel burned being largely wood, of which a sufficient supply is available.

*Ontario.*—Coal in quantities, sufficient to meet current demands is expected in Ottawa to be obtainable throughout the winter, dealers looking for freer shipments in a short time. A slight shortage is anticipated in Kingston, though there is a sufficiency of hard coal for the present, and an abundance of beech and maple hardwood. Belleville dealers are expecting shipments shortly, and as hundreds of cords of hardwood are immediately available there is little danger of a fuel famine in the city. No changes in prices during the remainder of the winter are expected in Toronto where the supply

will probably be equal to the demand, if carefully distributed. In Hamilton the outlook has improved during the month, and little serious difficulty is now anticipated. Similarly at Brantford the worst phase of the situation is regarded as past. At Guelph though prices are expected to remain high, a hopeful view prevails as to the general outlook, and at Stratford the abundance of wood is a promising feature. In London similarly the outlook is improving, and in St. Thomas, Chatham and

Windsor no very serious difficulty in obtaining fuel is, on the whole, anticipated for the balance of the winter.

*Manitoba and the west.*—At Winnipeg little anxiety as to the future is felt, but in Brandon the fact that though the general situation is at present satisfactory, the coal received is being delivered as fast as it comes in, is regarded as offering opportunity for embarrassment in the event of snow storms occurring and blocking traffic on the railways.

### INQUIRY INTO AN ALLEGED COMBINE OF COAL DEALERS AT BRANTFORD, ONT.

ONE of the most important developments of the month of January in connection with conditions arising out of the fuel stringency in Canada was the bringing of an action at Brantford, Ont., against a number of coal dealers, known as the Ontario Coal Association, for alleged conspiracy to lessen competition in the purchase and sale of coal. The information was laid at the instance of the Mechanics' Fuel Co., of Brantford, a company having a charter from the Ontario government, which grants it the right to deal as a corporation in the sale of coal and wood in the city of Brantford. The shares of the company are valued at \$10 paid up, and the present difficulty arose in consequence of a by-law of the Ontario Coal Association, which, it is alleged, binds the members of that association to discriminate against any dealer, miner or operator supplying coal to any company whose paid up shares are less than \$50 per share. The Mechanics' Fuel Co. asserts that the action of the Ontario Coal Association in this respect is hostile to its interests, and is calculated to unduly lessen competition in the purchase and sale of coal in Brantford. An information was accordingly sworn out against the president and other members of the executive of the association. The section of the statute under which action is taken is No. 520, subsection No. 4, of the Criminal Code of 1892, which imposes a penalty not exceed-

ing \$4,000, and not less than \$200, or two years' imprisonment, or in the case of a corporation a penalty not exceeding \$10,000, and not less than \$1,000, upon any person who 'conspires, combines, agrees or arranges' to unduly prevent or lessen competition in the 'production, manufacture, purchase, barter, sale, transportation or supply' of any article or commodity which may be a subject of trade or commerce.

#### The Taking of Evidence.

The defendants were summoned for preliminary examination before the police magistrate of Brantford on Tuesday, January 27. A plea of 'not guilty' was entered and the case was at once proceeded with. Much of the preliminary evidence had reference to the price of coal purchased for delivery at Buffalo, and to the methods of fixing the retail price in Brantford. It was sworn also that a 'look-out' list of firms to be discriminated against, endorsed by the Ontario Coal Association, had been printed, and five hundred copies delivered to the president of the association. At first the name of the Mechanics Fuel Company was on this list, but was struck off when the proof was sent back to the printers. Later, however, the name was put on again. The secretary of the Brantford Coal Importers' Association, who was formerly secretary of the Ontario Coal Association, gave evidence as to the organization of the latter

body. The clause in the constitution providing that no company was eligible for membership whose paid up shares were not worth \$50 was admitted, but the witness knew of no scheme to prevent coal dealers from bringing coal into Brantford. As secretary, he had written operators and wholesalers in reference to coal purchased by non-dealers. The Ontario Coal Association, it was stated, never fixed the price of coal, and the constitution had been submitted to legal authorities and found perfectly legal before being adopted. A bookkeeper in the employ of the president of the Association, however, swore that coal which the president of the association had purchased in Buffalo at \$11 per ton, to which freight and other expenses had to be added, had been sold in Brantford at \$9 per ton. Another witness who had opened a coal yard in Brantford in June last had found it impossible to buy coal in Buffalo, the operators there stating that before he could purchase he would have to become a member of the Ontario Coal Association. Membership, however, in the association had been refused him by the president, though his application and fee of \$5 had been accepted and retained. The witness had found it practically impossible in consequence to carry on business.

### Second Day's Hearing.

The second day of the inquiry was held on Thursday, January 29, when a coal

dealer of Port Dover, who was a member of the Ontario Coal Association, gave evidence as to prices in that town. Owing to local competition, coal in Port Dover had fallen in April last to \$5.25, but as a result of a visit of the president of the Ontario Coal Association to the town the price was raised to \$6 per ton. The secretary of the Brantford Coal Company stated that coal deliveries this year had been more expensive than formerly owing to the small quantities which arrived, and that coal had not been sold at more than a fair profit. There has been no combination with the president of the coal association to keep up the price or to lessen competition. The secretary-treasurer of the Mechanics Fuel Company stated that the company had been able to buy coal in Buffalo from one firm only up to the time of the strike. He had been present at the meeting at which the Ontario Coal Association had been formed in August, 1901, and had protested against the clause providing that no company should be admitted whose shares were less than \$50 as a direct blow to his company. The Mechanics Fuel Company had not been able to buy any coal since April last, and he believes that the Ontario Coal Association was responsible for this, and that his company could have obtained coal if it had been a member of the Ontario Coal Association.

Further hearing of evidence was adjourned until Wednesday, February 3.

## TRADE DISPUTES DURING THE MONTH OF JANUARY.

THERE were but five new disputes reported to the department for the month of January, four of which were settled before the close of the month. The disputes for the most part were of short duration, though the number of men affected was comparatively large. The strike situation in Canada during the month of January will appear from the following analysis :—

### Analysis of Trade Disputes of the Month.

*Number and Magnitude.*—Five new strikes were reported to the department for January, affecting 710 workmen, as compared with 8 in the same month of last year, affecting 1,026 men.

*Loss of time in working days.*—The aggregate duration of the disputes reported to the department for January equalled

4,040 working days. This result is obtained by reckoning the disputes unsettled during the month as continuing until its end.

*Trades affected by new disputes.*—In the metal and engineering trades one dispute occurred, involving 240 men and causing a loss of 1,680 working days; in general labour, a dispute of saw-mill employees affected 150 men and caused a loss of 150 working days; in the leather trade 40 men were involved, and a loss of 240 days occasioned; in the coal mining industry 80 men were affected, with a loss of 720 days; and in the transport trade a strike of different classes of railway employees affected approximately 125 men, causing a loss of 1,250 working days.

*Causes.*—Of the five new disputes reported for January two were for an increase in wages; one arose through the objection of the strikers to a change in the system of appointing foremen; one to dissatisfaction on the part of the men to a non-union employee; and one on account of non-payment of wages due.

*Results.*—Four out of the five disputes reported for January were settled during the month, practically in favour of the strikers. No settlement of the other was reported at the end of the month.

### January Strikes.

Five new disputes were reported to the department for the month of January, namely, moulders at St. Catharines, Ont., leather workers at Peterborough, Ont., railway employees on the Quebec Southern in the province of Quebec, coal miners at Newcastle, N.S., and saw-mill employees at New Westminster, B.C. The strike of railway employees was not reported as settled at the end of the month, the other four mentioned having been settled before its close.

The strike of moulders at St. Catharines, which commenced on the 19th of the month, affected one firm and some 240 employees. Some time ago the employees of the same

firm went on strike, and on the settlement of that difficulty obtained an agreement. The men claim that this agreement was not being lived up to, and made demands among other things for a minimum piece-wage of \$2 per day and minimum day-wage of \$1.50 per day. The company desired a week to consider the matter, but the men went out in the meantime. On the 21st of the month a settlement was reached by which the company granted a number of the men's demands, and they returned to work.

Japanese saw-mill employees at New Westminster objected to the mill management changing the system of appointing foremen, the company desiring to reduce the number of foremen to one over 100 men, instead of one to every 30 men as formerly. This caused the 100 Japanese and 50 white employees of the mill to go on strike. The difficulty was arranged, however, after the men had been out one day, by the company conceding the men's wishes as to the foremen.

Forty leather workers at Peterborough, Ont., went on strike on January 19, owing to the refusal of employers to discharge a non-union employee who was objectionable to the men. The matter was terminated on the 26th of the month, by the voluntary resignation of the employee objected to.

The strike of coal miners at Newcastle, N.S., arose out of the company's action in requesting the men to work an extra shift in two places in the mine, offering a bonus as payment. The men demanded 10 cents extra per ton. The company refused this and a strike occurred. The matter was settled on the 29th of the month by the company granting 10 cents per ton in one place and 5 cents per ton in the other.

The only unsettled strike during January was that of the employees of the Quebec Southern Railway, which commenced on the 20th, no report of its settlement being received by the department at the close of the month. Some 125 employees, including

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, No. 28.

# TRADE DISPUTES OF THE MONTH OF JANUARY.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Firms or Establishments affected.	Approximate No. of Employees affected.	Date of commencement.	Date of termination.	Result.
DISPUTES WHICH COMMENCED DURING THE MONTH.								
Ontario . . . .	St. Catharines	Moulders . . . . .	For minimum piece wage of \$2 per day, and minimum day wage of \$1.50 per day and time and a half for overtime.	1	240	.....Jan.	10 Jan.	20 Company granted a number of men's demands and a satisfactory agreement was made for one year.
B. Columbia	New Westminster.	Saw mill employees.	Japanese employees objected to mill management changing foremen and struck.	1	150	...." 15	" 16	Company granted demands of Japanese and mill resumed operations.
Ontario. . . . .	Peterboro' . . . .	Leather workers.	Objection by men to non-union workman employed by firm.	1	40	....." 19	" 26	Non-union man resigned.
Nova Scotia.	New Castle. . . .	Coal miners . . . .	Refusal of mine management to grant demand for 10c. per ton extra for working in poorly ventilated mine.	1	80	....." 19	" 29	Settled on company granting men in one place 10c., and in another place 5c. per ton extra.
Quebec. . . . .	St. Hyacinthe	Railway employees.	Non-payment of wages due . . . . .	1	200	...." 20	.....	No settlement reported at end of month.

\* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work, or have had their places filled with new hands, or where the establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected to an appreciable degree the carrying on of the industrial or business operations of the firms or establishments concerned.—Ed.

engineers, conductors, trainmen, &c., are said to be out owing to the alleged non-payment of overdue wages.

### Disputes of other Months.

Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work, or have had their places filled with new hands, or where the establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases, while in one sense it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet in so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading.

In this connection mention might be made of the strike of machinists and others on the Canada Northern Railway at Winnipeg. In pursuance of its policy, outlined above, this dispute had been dropped from the table of trade disputes, the company claiming not to be embarrassed by its alleged continuance. The strike, however, was not formally declared to be at an end until the 26th of the month, when an agreement was arrived at, by which some concessions as to wages and discrimination were made by the company, the union, however, not being recognized.

Commencing with the record of the present year it has, therefore, been decided by the department to omit from its records further mention of industrial disputes in cases where information has been received on reliable authority to the effect that the business interests of the firms affected are no longer seriously embarrassed in consequence of the strike. In regard to all of the disputes in existence prior to the beginning of the present year it may be said that while in several cases of which mention

was made in the December *Gazette* no definite settlement had been reported, nevertheless there was in no single cases a dispute existing in which the business or industrial operations of the firms in question continued to be embarrassed to such an extent as to justify further mention of them in the official record of the department. All of such disputes have, accordingly, been dropped from the list appearing in the present table.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada which began or were in continuance during the month of January, and which have been reported to the department.

### ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPT., JANUARY, 1903.

During the month of January the following orders were given by the Post Office Department for the supplies below mentioned; all of these orders were given subject to the regulations for the suppression of the sweating system, and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions :—

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps; also type and brass crown seals. ....	\$ 401 87
Making and repairing rubber dating and other hand stamps and type. ....	78 15
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink. ....	523 77
Repairing post office scales. ....	9 50
Supplying mail bags. ....	13 35
Repairing mail bags. ....	846 71
Repairing mail locks, and supplying mail bag fittings. ....	83 90
Making and repairing parcel receptacles and letter boxes. ....	2,784 96
Miscellaneous orders for making and repairing postal stores. ....	6 20
Making up and supplying articles of official uniforms. ....	5,469 25

GOVERNMENT CONTRACTS FOR THE MONTH OF JANUARY.

(Information supplied by the Department of Public Works.)

The following is a list of the contracts awarded by the Department of Public Works, and which received the signature of both parties to them, during the month of January, together with the minimum rates of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract.

Construction of a wharf at Park, Orillia, Ont. Date of contract, January 12, 1903. Amount of contract, \$8,389.

FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.	
	Not less than the following rate :	
Contractor's foreman carpenter.. . . .	\$2 50	per day of 10 hours.
Carpenters.. . . .	1 50	" 10 "
Blacksmiths.. . . .	1 25	" 10 "
Blacksmiths' helpers.. . . .	1 00	" 10 "
Ordinary labourers.. . . .	1 00	" 10 "
Driver, with one horse and cart.. . . .	2 00	" 10 "
Driver, with two horses.. . . .	3 00	" 10 "

Construction of a wharf, Sturgeon Falls, Ont. Date of contract, January 23, 1903. Amount of contract, \$2,810.

FAIR WAGES SCHEDULE.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.	
	Not less than the following rate :	
Contractor's foreman carpenter.. . . .	\$2 50	per day of 10 hours.
Carpenters.. . . .	2 00	" 10 "
Blacksmiths.. . . .	2 00	" 10 "
Blacksmiths' helpers.. . . .	1 25	" 10 "
Ordinary labourers.. . . .	1 50	" 10 "
Driver, with one horse.. . . .	2 25	" 10 "
Driver, with two horses.. . . .	3 00	" 10 "

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, during January, 1903 :—

CANADIAN REPORTS.

Trade and Commerce of Canada.

Report of the Department of Trade and Commerce for the fiscal year ended June 30, 1902. King's Printer, Ottawa. 956 pages. Price, 60 cents.

In this report an interesting comparison is made of the industrial progress of some of the principal countries in the world during the past six years, from which it is seen that the total volume of trade of

Canada has increased by a greater percentage than that of any other country. The figures for the four countries with the highest percentage, are as follows :—

The trade of Canada in 1894-5, amounted to \$200,204,242, and in 1901-2, \$392,499,953, the percentage of increase being 96·05.

The trade of Japan in 1895 was \$133,084,033, and in 1901, \$251,605,612, the percentage of increase being 89·06.

The trade of Australia in 1895 was \$276,385,168, and in 1901, \$448,314,198, the percentage of increase being 62·21.

The trade of the United States in 1894-5 was \$1,525,362,564, and in 1900-1, \$2,258,802,809, the percentage of increase being 48.08.

With regard to the trade per capita of population during the past year, Canada's amounted to a little over \$77; that of the United States between \$30 and \$31, Great Britain, \$102, France, between \$53 and \$54, and Germany about \$41.

The imports from Great Britain increased more than six millions over the previous year, from the United States over ten millions, and from Germany over four millions, largely in the item of sugar.

The exports to Great Britain increased about twelve millions, to British Africa two and three-quarter millions, to Australia and Germany over half a million each, while there was a falling off to the United States of a little over one million dollars.

The total imports into Canada amounted to \$196,480,190, and the exports to \$196,019,763. The chief increase in the latter was in agricultural products, nearly twelve and one-half millions, followed by animals and their products and fisheries, about three and three-quarter million each, manufactures nearly two and one-half millions, the forest two millions, while the produce of the mines fell off about five millions.

### Dominion Public Accounts.

Canada: Public Accounts for the fiscal year ended June 30, 1902. King's Printer, Ottawa. 223 pages. Price, 15 cents.

Numerous indications of the continued prosperity of Canada are shown in the Public Accounts of the past year. In his report, the deputy minister furnishes the following statistics:—

At the close of the fiscal year the balance at the credit of the depositors in the Post Office and Government savings banks amounted to \$58,437,988.70, an increase of \$2,389,029.64 over the balance held on June 30, 1901; part of this increase, \$1,662,258.32, represents interest added to the various accounts, and the remainder, \$726,771.32, the excess of receipts over withdrawals.

Dominion notes to the amount of \$32,780,387.05 were outstanding on June 30, 1902, as against \$27,898,509.05 on June 30 of the previous year, or an increase of \$4,881,878.

The average rate of interest paid on the gross debt for the year was \$3.09, as compared with \$3.12 in the previous year, and the net rate of interest paid has fallen from \$2.60 to \$2.57.

The sum of \$791,089.38 was paid on account of bounties on iron and steel, and railway subsidies amounted to \$2,093.939.

### Indian Affairs.

Annual report of the Department of Indian Affairs for the year ended June 30, 1902. 622 pages. King's Printer, Ottawa. Price, 45 cents.

This report shows that the conditions prevailing among the Indians during the past year have been very satisfactory in nearly every respect. Their total population in Canada is given as 108,112, an increase of 8,585 over the estimate made in 1901. This is largely accounted for by the fact that the Dominion census figures have been taken in enumerating the nomadic tribes beyond treaty limits, whose numbers had been only vaguely guessed by the department in the previous years. In Ontario, Nova Scotia, Prince Edward Island and British Columbia, they have increased, while there has been a small decrease in the other provinces. Their aggregate earnings were nearly \$213,000 greater than in 1901. Wages from agriculture, lumbering, fisheries and mining amounted to \$1,181,760, an increase of almost \$150,000. Their primitive industries, such as the manufacture of canoes, baskets, snowshoes, &c., are gradually dying out, and in Quebec, the proceeds of hunting and trapping were only \$50,945 as compared with \$101,738.50 the year before.

The character of their dwellings and farm buildings throughout Canada is steadily improving, and primitive wigwams and rancheries, tenanted in common by several families, have disappeared, except among the vagrant Indians and those of the Kwawkewlth agency. The Six Nation In-

dians of Ontario, as well as other tribes in the older provinces, compare favourably in every respect with their white neighbours. They are very advanced also in British Columbia. In the Fraser river, west and north-west coast agencies they live for the most part in villages, and their houses are commonly of a superior class. In many of these villages are to be found churches, school-houses, fire halls, music halls, &c. Some of them undertake such enterprises as purchasing and travelling about with threshing machines, and establishing co-operative stores. Recently a company of Indians built and equipped a small salmon cannery near the mouth of the Skeena river.

In the North-west Territories stock-raising is a much more prominent industry than in the older provinces, and the quality of cattle and horses kept by the Indians is steadily improving. Since 1900, they have been required to subscribe to a fund two dollars for every beef animal sold. This fund, into which over \$7,700 has already been paid, is used for the improvement of the stock by the purchase of well bred bulls. Good class stallions have also been introduced on several reserves, as an experiment, which, if successful, will be of great benefit to the Indians.

### BRITISH REPORT.

Report of the Departmental Committee appointed to inquire into the Notification of Industrial Accidents. Eyre & Spottiswoode, London. 24 pages. Price, 2½d.

This committee was appointed for the purpose of ascertaining the practical working of the systems of the notification of accidents enjoined by various statutes in the case of certain dangerous trades. The occupations, to which these statutes apply, are concerned with mines and quarries; factories, workshops, &c.; railways, engineering works, and merchant shipping, each class coming under a special enactment. The difficulty in the carrying out of these laws lies in the determination of what non-fatal accidents are serious enough to be reported, this being left largely to the judgment of each individual who is responsible for the reporting of such ac-

cidents. In order to make the law more definite on this point, the committee suggested that there should be three classes of reportable accidents: (1) Fatal accidents. (2) Accidents from special causes connected with each particular kind of industry. (3) Accidents causing more than a fortnight's disablement.

### UNITED STATES REPORTS.

#### California Labour Statistics.

Tenth biennial report of the Bureau of Labour Statistics of California, 1901-1902. A. J. Johnston, Sacramento. 149 pages.

In the Tenth Biennial Report of the Bureau of Labour Statistics of California, there is an important article on arbitration in wages and other disputes between capital and labour. It gives the legislation on this subject in New Zealand, the Australian colonies, Canada, and the various states of the union. The other articles in this report are 'Agricultural Labour in California'; 'Wages, Hours of Labour, &c., of Miners'; 'Enforcement of the Labour Laws'; 'Children of Wage-earners and Higher Education'; 'Hours and Wages, 1900-1902,' and 'Labour Organizations in California.'

#### Missouri Labour Statistics.

Twenty-fourth annual report of the Bureau of Labour Statistics and Inspection of the State of Missouri for the year ending November 5, 1902. Tribune Printing Co., Jefferson City, Mo. 438 pages.

The twenty-fourth annual report of the Bureau of Labour Statistics and Inspection of Missouri, treats of the following subjects:—

Missouri industrial statistics, which contain detailed statements of the surplus products sold in each county; Agriculture in Missouri; Contracting Garment Workers (Sweat Shops); Labour Organizations; Government Lands in Missouri; Record of Free Employment Offices, which were established by law in 1899, under the control of the Commissioner of Labour, in cities of over 100,000 inhabitants; Statistics of Manufactures in Missouri; Recent Court Decisions affecting Labour.

## EUROPEAN REPORTS.

**Strikes and Lockouts in Austria during 1901.**

Die Arbeitseinstellungen und Aussperrungen in Oesterreich während des Jahres 1901. Alfred Holder, Vienna. 216 pages.

The above report contains a complete analysis of the strikes which occurred in Austria during 1901, with comparative tables for the years 1894 to 1901. Of the strikes which took place during the latter year 20·7 per cent were completely successful, 36·3 per cent, partially, successful, and 43 per cent failed. The averages for the eight years, from 1894 to 1901, differ slightly from these figures. The total number of strikers, in 1901, amounted to 24,870, a smaller number than any since 1894, there having been 105,128 in 1900, 54,763 in 1899, 39,658 in 1898, 38,467 in 1897, 66,234 in 1896, 28,652 in 1895, and 67,061 in 1894. During 1901, there were 40 strikes in the mining industries, affecting directly 7,496 men, 28 in the textile industries, affecting 2,675 men, 29 in the stone, earthenware and glass industries, affecting 1,698 men, and 24 in the building trades, affecting 3,214 men. There were only three lock-outs during the year, all of which took place in Bohemia, two, lasting four and six days respectively, were on account of the workmen taking a holiday on May 1, and the third was on account of their unwillingness to work overtime. This one only lasted one day.

**Bulletins of International Labour Office.**

'Bulletin de l'Office International du Travail' première année, 3 Vols., Nos. 6, 7, 8, 9 et 10, juin, juillet, septembre, octobre, 1902, publié à Bale (Suisse).

Each of these bulletins contains a summary of the progress made in protective labour legislation throughout the world during the month or months to which it refers. It also contains full extracts and in some cases the text of the different laws passed for the above mentioned protection of the workmen, and treats of such legislation under the captions of general protection of labour, protection of skilled workmen; the inspection of factories; labour

departments and investigations; legislation relating to workingmen's insurance and responsibility for labour accidents. Another portion of the bulletins deals with parliamentary action taken, resolutions of national and international organizations of labour concerning labour legislation and the bulletins end with a periodical bibliography.

**Labour Inspection in Belgium.**

Rapports annuels de l'Inspection du Travail, 7ème année, 1901, Ministère de l'Industrie et du Travail, Office du Travail, Royaume de Belgique. 297 pages.

This work is composed of the reports of the provincial labour inspectors, of which there are nine in the Kingdom of Belgium. It also covers the report of the chief inspector and general returns relating to the application during 1901, of the law of December 13, 1889, concerning the work of women, youths and children. The last portion of the report has to do with the report of the mining engineer, on the application of the above mentioned law in its bearing upon the work of women, youths and children in the mines. The reports of the labour inspectors are divided into sections which deal *inter alia* with the activity of the inspector; the work of women and children; health and security of workers; regulations concerning public security, health and convenience; payment of wages; workshop regulations, accidents, &c., and are generously interspersed with statistical tables. The report shows that 8,253 establishments were inspected in which were employed:—Children of from 12 to 16 years, boys 15,998, girls 9,598; females from 16 to 21 years, 16,645; females over 21 years of age 16,681, or a total of 218,840 persons of all ages and sexes.

**Lace Making and Embroidering on tulle in Belgium.**

Les industries à domicile en Belgique, Vols. IV. et V., La dentelle et la broderie sur tulle, 315 et 281 pages, respectivement, Ministère de l'Industrie et du Travail, Office du Travail, Royaume de Belgique.

The introduction to Vol. IV. sets forth that the lace industry has, in Belgium, had

a more glorious past than any other; that it still occupies a prominent place, and on account of these facts alone its future would merit the serious consideration of those who are interested in the greatness and prosperity of the Belgian Kingdom. This introduction is followed by a history of the lace industry. This history states that lace was not made before the XVth century. Lace is defined as being made with the needle or with spindles. The industry was prosperous during succeeding centuries, but received a mortal blow by the French Revolution in 1789. This supplemented by machine-made lace had a disastrous effect on the hand-made lace, and the latter industry went on in a decreasing ratio until 1840, when it began again to assume importance owing to the efforts of the clergy and the convents. This volume contains 132 plates illustrating the different kinds of lace made, and contains statistical tables showing the cost of raw material used, fiscal legislation governing the industry, &c., &c.

Volume V., or the second part of the above, is devoted to the organization of the industry. The opening chapter treats of the localities in Belgium where the industry is carried on. These localities are East and West Flanders, the province of Anvers, Brabant, Limbourg, province of Namur, Luxembourg and Hainaut. Chapter II. describes the manner of recruiting for the industry, and apprenticeship, and is subdivided into two heads: Congregational lace

schools and Lay lace schools. The succeeding chapters of the volume treat of the labour contract, wages, hours of labour, idleness, sanitary rules, morality, legislation affecting the industry, &c. The work is illustrated with 53 cuts showing the various kinds of lace therein mentioned, typical scenes, and is also accompanied by a large map showing the strength of the industry in the different localities of the Kingdom.

### UNIONS FORMED DURING THE MONTH OF JANUARY, 1903.

The Department of Labour has received notice of the following organizations as having been formed during the month of January :—

#### *Ontario—*

- Chatham—Trades and Labour Council.
- “ Carriage and Wagon makers.
- London—Federal Trade Union.
- Niagara Falls—Trades and Labour Council.
- “ Team Drivers.
- “ Retail Clerks.
- “ Bartenders.
- Port Colborne—Federal Labour Union.
- Toronto—Woodworkers' Council.

#### *British Columbia—*

- Vancouver—Postal Employees.
- “ Team Drivers.
- Victoria—Leather Workers.

DOMINION OF CANADA

# THE LABOUR GAZETTE

ISSUED BY

THE DEPARTMENT OF LABOUR

BY ORDER OF PARLIAMENT

MARCH, 1903

*(PUBLISHED MONTHLY)*



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1903



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EDITOR :

W. L. MACKENZIE KING, M.A., LL.B.

*Deputy Minister of Labour.*

ASSOCIATE EDITOR :

ROBERT H. COATS, B.A.

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**NOTICE.**

Copies of Volumes 1 and 2 of the LABOUR GAZETTE, bound in cloth, may be obtained from the Department of Labour on payment of fifty cents (50c.) per volume, in advance. These volumes contain the numbers of the GAZETTE published during the fiscal years ending June, 1901, and June, 1902, respectively.

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The GAZETTE is published in both French and English, and care should be taken by those ordering to state in which language the publication is desired.

Orders and subscriptions should be addressed to

THE ACCOUNTANT,

DEPARTMENT OF LABOUR,

OTTAWA,

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All communications addressed to the Department of Labour, Ottawa, Canada, may be sent free of postage from any part of the Dominion.

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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 9.

MARCH, 1903

Price Three Cents

The LABOUR GAZETTE wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,

OTTAWA, March 15, 1903.

Reference to the table of contents of the present issue of the *Labour Gazette* will show that the subjects calling for special treatment during the month were more varied in character than usual, and represent more completely, in consequence, the general industrial life of the Dominion.

Three articles will be found in which direct reference is made to work carried on by the department, namely, a review of the second annual report of the Deputy Minister of Labour, an account of the intervention of the department in the strike of the employees of the Quebec Southern Railway Company, who, to the number of 30, left the employment of the company on January 20 last owing to non-payment of wages, and a report on the intervention of the department in the strike of miners on the employ of the Crow's Nest Pass Coal Company at Fernie and other points in British Columbia. In the first of these articles a brief summary is given of the work of the department during the fiscal year ended June 30, 1902; in the second, the negotiations carried on between the department and the railway company in question,

with regard to the settlement of the claims of the men and the resumption of operations on the road, are fully narrated; the third gives, with considerable fullness, an account of the various issues involved in the dispute at Fernie and the attempts at a solution up to the end of the month.

In view of the approach of the season when the re-arrangement of wages schedules in the various trades for the coming year is usually effected, an article dealing with changes in rates of wages and hours of labour reported since June 1 last and up to the beginning of the past month, will be of special interest.

A brief description of the system of co-operative stores established among the Atlantic fishermen by Dr. Wilfred T. Grenfell, Superintendent of the Labrador Branch of the Royal National Mission to Deep Sea Fishermen, is contained in another special article of the issue which will prove of general interest.

The series of special articles dealing with the wages and hours of railway employees, are continued in the present issue of the *Gazette*, along similar lines to those of previous numbers, the wages and hours of maintenance-of-way men, yardmen, switchmen and freight handlers being covered. The departmental report for the month on conditions arising out of the scarcity of coal in Canada is also continued in the present issue, with a report, under a separate heading, of the continuation of the inquiry into the alleged combine of coal dealers at Brantford, Ont.

The meeting of representatives of various Ontario municipalities held at Ber-

lin, Ont., during the month, to discuss the generation and transmission of electrical energy from Niagara Falls, was an event fraught with important industrial possibilities, and a report of the proceedings of the meeting, and of action following thereon, will be found in the present number. Brief reference is also made, under a special heading, to a meeting of Ontario lumbermen, and an account given of the formation and disbandment of a union among the members of the Toronto Fire

Brigade. Statistics relating to agriculture in the province of Nova Scotia, recently published by the Census Department, have also been re-arranged and presented in the form of a special article.

The issue contains the usual articles on recent industrial inventions, strikes of the month, new unions formed, government contracts awarded, reports of departments and bureaus, and recent legal decisions.

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## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF FEBRUARY.

### I. GENERAL SUMMARY.

THE conditions of labour and industry throughout Canada, as illustrated in the reports of the *Gazette* correspondents for February, show on the whole a pronounced increase of activity both as compared with January and with the corresponding month of 1902. Severe weather in some localities caused more or less serious interruptions to the general movement, though, on the whole, conditions in the out-door employments were regarded as favourable for the season. In the province of Prince Edward Island alone, where an almost complete interruption of transportation was brought about by bad weather, was there anything like a serious depression. Generally speaking the closing days of the month witnessed a decided improvement in this respect, and preparations were, as a rule, actively under way for the opening of the coming spring season, the various trades, the activity of which is influenced by the getting ready of boats for the navigation season, having particularly experienced the results of the change.

The number of strikes reported for the month shows a decided increase over the previous month, and over February of 1902. In British Columbia, particularly, the interruption to industry caused by the strike of miners in the employment of the Crow's Nest Pass Railway Company was wide-

spread, and the strike at Nanaimo was also attended with serious results to industry on the island. The month closed without a settlement being effected in the more important of these disturbances,, though in two other large disputes of the month, that of street railway employees at Montreal and of garment makers at Toronto, satisfactory arrangements were concluded and work resumed at a time when a further prolongation of the trouble would have been attended with very serious consequences.

### Changes in Rates of Wages.

The wages question occupied a very prominent position in the developments of the past month in the labour market of Canada, the rearrangement of schedules for the coming season being, in almost every locality, the subject of discussion between employers and employees. No reference is made under this heading to the presentation of demands for improved wage conditions, the settlement of which is still pending, these being included for the most part in the reports of the *Gazette* correspondents for the localities affected. A number of increases already granted, however, were reported to the department during February. At Hamilton, Ont., fourth grade teachers were increased from \$560 to \$600

a year. Increases in salaries amounting to \$7,453.50 were also distributed among the officers and men of the Toronto fire brigade by the fire and light committee in February. Of the amount named, \$3,650 went to the officers, including 21 assistant foremen. In adopting the increases the committee approved of a change in the grading of the men which will permit of men entering the service at a salary \$30 higher than the existing minimum and reaching a maximum \$15 higher than the present one, with a year's less service. Firemen at Windsor were also raised to \$50 per month by the city council, representing an increase of \$5 per month. Bricklayers at Straford obtained a rate of 30 cents per hour for a nine-hour day, which is 5 cents per hour more than last year; and carpenters in the same city received a 19-cent schedule in place of the 17-cent schedule of 1902. At Kingston, Ont., employees of the K. and P. Railway were promised an increase which will bring the standard of remuneration up to that of corresponding classes on the Canadian Pacific Railway, the change to take place after May 15th next. In accordance with an agreement reached between the management of the Père Marquette Railway, at St. Thomas, and its employees, a schedule of wages was adopted, which is as follows: Passenger engineers,  $3\frac{1}{2}$  cents per mile; through freight,  $3\frac{1}{4}$  cents per mile; local freight, \$4 per day; switch engineers, \$2.60 per day of ten hours. On engines having a cylinder larger than 18 x 24 inches the rate will be \$4.50 per 100 miles. This last provision is made so that the men on the moguls on the main line will receive more pay than the men pulling light trains on the smaller divisions. Linemen in the employ of the Montreal Light and Power Company also received an increase of 10 per cent in wages. Barbers at Three Rivers, Que., raised their tariff during the month, and employees in store No. 1, Intercolonial Railway, at Moncton, N.B., received an increase, from a rate of \$1.20 a day to one of 535 per month.

### Conditions in the Leading Industries.

In *agriculture* the month has been one of comparative quiet, stock-feeding and the marketing of the balance of the crop of 1902 furnishing the main sources of employment. The hauling of firewood in many localities was another important feature of the month. The scarcity of farm labour, which was much discussed, is referred to below in connection with the subject of immigration.

Bad weather on the Atlantic seriously interfered with *fishing* operations in the maritime provinces, the catch of smelts in Prince Edward Island and Nova Scotia being only fair and conditions being dull in the Bay of Fundy. On the great lakes catches were on the whole small during February. A twenty-year concession was granted by the Ontario government to the Manitou Fishing Company, which will operate on Manitou lake near Manitowaning, Manitoulin island. Under the terms of the contract a graded scale of rentals, amounting to \$1,500 for the first year, \$2,000 for the second, \$3,000 for the third, \$4,000 for the fourth and \$5,000 for the fifth and subsequent years, will be paid. Hatcheries are to be established and a deposit to be made of 10,000,000 fry annually. Restrictions are imposed upon the amount of nets to be used and the size of fish to be taken, the catch being restricted to 200 tons for the first year and not more than 400 tons during any subsequent year. The rights of settlers to angle for their own use is not disturbed.

Conditions in the *lumber* woods throughout Canada remained active during February, and large cuts are reported from nearly every section of the country. Thus the cut of the province of Ontario for the present season is estimated at 900,000,000 feet, whereas the cut last year, as estimated in the Department of Crown Lands report, was placed at a little over 700,000,000 feet. The heavy snow falls interfered somewhat with work in the woods, and the scarcity of

labour in the camps was also a subject of complaint.

The general *mining* situation was fair, work being active in Nova Scotia and fairly so in Ontario. In British Columbia the strike situation caused considerable loss of time, and in some parts of Quebec operations were delayed by the heavy falls of snow.

As will be seen from the reports of correspondents *manufacturing* conditions were unusually active for the season of the year, Montreal, Toronto and Hamilton furnishing the leading instances. In the last named city the promulgation of plans for promoting new industries was a notable feature of the month. At Sault Ste. Marie, Ont., the various mills were run to their full capacity, though the Algoma Steel Company has relinquished the contract for steel rails for the Temiscamingue Railway. Of the large blast furnaces being built by the company one is expected to start on April 1 and a second on May 1.

### Activity in Various Trades.

Weather conditions played an important part in the activity of the building trades, reports from different localities varying considerably as to prevailing conditions of employment. Thus, while a few *Gazette* correspondents report relaxed conditions, a large number show an unusually busy season considering the time of the year. In Ontario and Nova Scotia particularly this activity was above the normal. The correspondents of the *Gazette* are, however, practically unanimous in reporting the outlook for the coming season as the best in many years and on all sides preparations for building in the summer of 1903 are being made on an almost unprecedented scale. Special reference is directed in this respect to the reports received from Montreal, Toronto, Hamilton and London.

The great activity in the metal, engineering and shipbuilding trades is perhaps the most important industrial feature of the month of February. This has not been confined, as in the case of some of the other

groups of trades, to specific localities, but is reported with scarcely an exception from every city of the Dominion, overtime in one or other of the various branches being a common experience. The refitting of vessels, in anticipation of the opening of navigation, contributed a large share of this activity and the large volume of transportation business furnished still another source. The active conditions above mentioned, however, are characteristic of almost every branch of the group.

In the woodworking and furnishing trades employment was fairly active, though instances of slackness in particular localities were reported. In Nova Scotia and Ontario conditions were perhaps at their best.

In the other groups of trades, referred to in particular by correspondents of the *Gazette*, more or less varying conditions were reported. The printing and allied trades, for example, were active in some localities and comparatively slack in others. The clothing trades and leather trades, while furnishing instances of activity, were on the whole dull. Ice-cutting, under the heading of food and tobacco preparation, furnished a large amount of employment in February, and cigarmakers and tobacco workers had, on the whole, a very busy month. Unskilled labour was, considering the season, in exceptionally good demand, though unfavourable conditions prevailed in some localities.

### Activity of Transportation.

Employment during February in the various branches of the trades connected with transport continued very active, the pressure of grain shipments from western Canada continuing with little diminution. Railway construction work was practically at a standstill for seasonal reasons, though surveying parties in some cases are already at work and the prospects for a period of particular activity are exceptionally bright. In British Columbia, for example, the Canadian Pacific Railway Company has announced a programme of

improvement on a scale that will make the total amount expended in the neighbourhood of one million dollars.

The leading features of the annual report of the Department of Railways and Canals was given to the press during the month. This report, containing, as it does, the statistics of all the railways in the Dominion, may to a great extent be considered an index of the growth of Canada. The following digest of statements which it contains are, therefore, of particular importance:—

For the fiscal year ending June, 1901, the paid-up capital of steam and electric railways amounted to \$1,140,445,269. The gross earnings were \$90,152,940, and the total working expenses \$61,146,447, making the net earnings \$20,006,493. In all 158,361,376 passengers were carried, and 42,642,709 tons of freight. The number of steam railways in operation, including the government lines, was 165. As some of these are amalgamated or leased, the actual number of controlling lines, exclusive of the I. C. R. and P. E. I. R., was 79. On June 30 last the completed steam railway mileage was 18,868, an increase of 574 miles, not counting 2,829 miles of sidings. The number of miles laid with steel track was 18,761, of which 647 miles was double track. The number of miles of railway in operation was 18,714, of which the C. P. R. controlled 7,321 miles; Grand Trunk, 3,157.48 miles; Intercolonial, 1,333.94 miles; Canada Atlantic, 458.60 miles, and the Canadian Northern, 1,248.20 miles.

The accident returns show a total of 1,328 persons injured during the year. Of these, 176 were passengers, 932 employees and 220 others. Three hundred and thirty persons were killed, 19 being passengers, 146 employees and 165 others. Forty-two passengers, 70 employees and 32 other persons were injured, and five passengers, 11 employees and five others were killed through jumping on or off trains or engines when in motion. Fifty-four employees and 84 other persons were injured, and 36 employees and 106 other persons were killed through being on the track. Thirteen passengers, 156 employees and 9 others were injured, and 4 passengers, 21 employees and 5 others were killed through falling from cars or engines. Two employees and 58 other passengers were injured, and one passenger, one employee and 39 other persons were killed by being

struck by engines or cars at railway crossings. The accidents due to the work of coupling cars numbered 241 (15 being fatal), against 290, 363, 335 and 343 in the four preceding years.

Of electric railways there were, on June 30 last, 558 miles completed, of which 553 miles were laid with steel rails, 169 miles being double track. The paid-up capital amounted to \$41,593,063, of which the municipal aid amounted to \$173,000 (including \$100,000 subscriptions to shares, and \$40,000 loans). The gross earnings aggregated \$6,486,438, an increase of \$718,155, and the working expenses \$3,802,855, an increase of \$367,692, leaving net earnings \$2,683,583, an increase of \$350,463. The number of passengers carried was 137,681,402, an increase of 16,744,746, and the freight carried amounted to 266,182 tons, a decrease of 21,744 tons. The car mileage was 35,833,841, an increase of 4,083,087 miles. Eight persons were killed. Power was supplied in thirteen cases by water, and in twenty-seven cases by steam. Ontario has 334 miles; Quebec, 140; New Brunswick, 12; Manitoba, 13, and British Columbia, 45 miles. One company has ceased operation.

For the fiscal year ending June 30 last, the working expenses of the Intercolonial Railway were \$5,574,563. The gross earnings were \$5,671,385, and the line earned a profit of \$96,822. The freight aggregated 2,385,816 tons, and there were 2,196,225 passengers carried. In 1895-6, the working expenses were \$3,012,827, the gross earnings \$2,957,640, and there was a loss of \$55,187. There were only 1,379,618 tons of freight, and 1,471,866 passengers carried.

There were 3,054 ocean passengers landed at Halifax in the winter season of 1901-2, as compared with 1,172 in 1900-1. Of the former number 1,293 travelled via St. John by the C. P. R., and 1,761 travelled by Intercolonial to Montreal.

### Foreign Trade Returns.

The trade returns of the Dominion for the seven months ending January 31, show an increase in the total aggregate foreign trade of the Dominion of \$21,033,256 over the same time last year. Exclusive of coin and bullion, the total trade for the seven months was \$268,719,129, compared with \$247,716,473 last year. There was an increase in the duty collected of \$2,421,170. The details for the seven months are as follows:—

Imports—	1902.	1903.
Dutiable goods.. . . .	\$65,888,120	\$74,755,777
Free goods.... . . .	44,328,588	45,292,868
Total.. . . .	\$110,211,208	\$120,048,645
Duty.. . . .	\$18,134,353	\$20,555,325
Exports—		
Domestic.. . . .	\$126,837,494	\$140,642,665
Foreign.. . . .	10,667,271	8,028,419
Total.. . . .	\$137,504,765	\$148,671,084

The imports for January show an increase of about two millions, and the exports over two millions.

### Canadian Revenue.

Canada's revenue for the seven months ending January 31, reached the total of \$36,447,132, being \$9,762,726 in excess of the ordinary expenditure and \$4,515,973 more than ordinary and capital expenditure combined. The country's financial position is better by nearly six millions than it was at the end of January, 1902, there having been an increase of \$3,901,646 in the receipts for the past seven months, and a reduction in the capital expenditure of \$2,268,598. As against this the ordinary expenditure has been augmented by only \$412,000. The increases in the national receipts consist of the following :—Customs, \$2,467,506 ; excise, \$359,489 ; post office, \$528,622 ; public works, \$489,216 ; miscellaneous, \$256,814.

### Domestic Trade during the Month.

Domestic trade was active throughout Canada in February, considering the season of the year. Heavy snowfalls affected collections adversely in some localities, though on a whole payments were well met. Large orders from retailers for the spring season were received in the various wholesale centres and prospects generally were very favourable. Instability of values furnished an adverse influence in the dry goods trade, and jobbers, in consequence, found it difficult to get orders accepted by manufacturers, for deliveries in time for the spring and early summer trade. As a rule, however, retailers in the more important trade centres had anticipated these conditions and no serious inconvenience was experienced.

### Immigration Prospects.

Though the active season, from the standpoint of immigration, has not yet opened, the past month has been one of very considerable importance, in view of the extensive preparations that have been made to secure and handle the large influx of settlers expected to arrive in Canada during the coming spring. Evidence has been forthcoming to the effect that the attention of the older countries has been directed as never before to Western Canada as a field for settlement. Early in the month the Deputy Minister of the Interior left for England to carry out the immigration plan arranged by the department under which some forty or fifty farmers were taken over for the purpose of giving personal testimony as to the agricultural resources of Manitoba and the North-west Territories. The Dominion Commissioner of Immigration also reports prospects very good for an extensive spring movement, the inflow from the Western States of the United States during the past season having offered convincing testimony to intending immigrants from the British Islands of the suitability of the Canadian west as a field for settlement. Arrangements for the reception of the British immigrants who are to come to Canada under the auspices of the Rev. Mr. Barr were, at the close of the month, taking definite shape, the entrance fee for upwards of two thousand homesteads having already been paid and the allotment of forty more townships having been requested. In view of the very desirable class of colonists which will be introduced under this plan, the arrangement is one that commends itself generally.

A recent statement shows the arrivals of immigrants during the calendar year of 1902 to have reached a total of 84,035, of which number 32,880 were from the United States, 20,794 from the British Islands and 30,361 from the continent of Europe. It is confidently expected that the returns for the present year will reach the 100,000 mark.

The Quebec Colonization Commission was re-constituted during February and is now complete. In Ontario an increase of about 50 per cent in the number of homesteads taken up in New Ontario as compared with the previous year is reported, the figures estimated not including squatters on unoccupied government land. Various projects to forward the settlement of the Bulkley Valley, in British Columbia, were discussed during the month.

Representatives of the provincial government of British Columbia held a conference with members of the Dominion Cabinet during February in relation to the subject of the exclusion of Chinese and Japanese. A restriction law on the lines of the Natal Act, and a provision granting the provinces seventy-five per cent of the poll-tax collected was requested.

### Scarcity of Farm Labour.

Closely associated with the immigration movement is the question of the scarcity of rural labourers which is being experienced with special intensity in the older sections of the province of Ontario. This has already been the cause of much inconvenience and the prospects for the future are that unless steps be taken for its alleviation a much more serious embarrassment will be felt during the coming season. Two deputations waited upon the provincial government during the past month to press the urgency of the need of action in directing immigration to more thickly populated parts of Ontario. One of these consisted of delegates representing the county councils of York, Ontario and Simcoe counties. To these the commencement of an active propaganda in Great Britain was promised on the part of the Ontario government to secure farm help. Estimates of the number of labourers needed in this connection ranged from ten to fifteen thousand. The committee on agriculture of the Dominion Grange have also addressed the Ontario legislature on the subject, the recommendation being made that conditions of employment for married men and their

families on farms in Ontario be made more generally attractive. Still further increases in the rates of wages are also recommended. The demand for labour is particularly keen in sections of the province affected by the various beet sugar manufactories recently established.

### Conditions in Western Canada.

Throughout the North-west Territories the marketing of the grain crop still affords considerable employment. The growing importance of this section of the Dominion, as a market for domestic products, was much discussed during the month, as was also the question of freight rates in relation thereto as well as in its bearing on the prices of grains.

Reports received from Dawson show a considerable increase in mining, it being estimated that over twenty per cent more work is being done this winter than last.

### Notes of the Month.

The first mid-winter exhibition of the Eastern Ontario Live Stock and Poultry Association was opened at Ottawa on February 10, with nearly twelve hundred entries.

The National Trades and Labour Congress of Canada issued an address to organized labour in Canada to join with it in advancing the interest of Canadian labour, 'by sustaining the rewards of industry and all that is therein implied.'

A prosecution against the Ontario Beet Sugar company, at Berlin, for working on Sunday was begun by the Lord's Day Alliance. After preliminary arguments the case was adjourned until such time as expert evidence as to the necessity of the work can be completely presented.

An important mining convention, called for the purpose of organizing a British Columbia Mining Association, was held at Victoria, B.C., on February 26 and continued into the month of March. A full report of the proceedings of this important convention will appear in the next issue of the *Gazette*.

The completion of negotiations by the Canadian Pacific Railway Company for the purchase of an Atlantic fleet was announced, fourteen vessels belonging to the Elder-Dempster Company having passed into the hands of the company. The service will be both passenger and freight, and the transaction was completed without regard to the question of a government subsidy.

A deputation representing manufacturers, merchants, farmers and fruit-growers held an interview with the Dominion government on February 11 and presented arguments favouring the establishment of a railway commission in Canada. Efficient control was requested of all freight and express rates, the prevention of discrimination between shippers and the remedying of other existing grievances.

A meeting of the executive council of the Trades and Labour Congress of Canada was held in Montreal. Progress in organization during the past few months was reported and the question of sending delegations to interview the provincial legislature and the Dominion government in reference to the abolition of child labour, free schools and other legislation, was considered. It was also decided to demand that the law regarding the inspection of the books of trades unions that pay sick and death benefits be amended.

The subject of technical education and manual training received considerable attention during the month. Grants by the legislature of Ontario for technical education during the present year will amount to twenty thousand dollars, which is five thousand dollars more than was granted last year. The movement for the establishment of a technical school in Montreal is going forward, and meetings were held during February at which organization was projected for the carrying out of the work. Quebec, Hamilton, Brantford, and Vancouver may be named as points at which the manual training movement showed particular activity.

The most important system for the transmission of electrical power, with respect to distance and amount of voltage combined in Canada, was first successfully operated on February 7, when the plant erected to transmit a maximum of eight thousand horse-power from Shawenegan Falls, on the St. Maurice river, to the city of Montreal, eighty-four miles distant, went into operation. The plant, it is expected, will be ultimately extended until an amount of thirty thousand horse-power will be available. The successful conclusion of the scheme and the economy which it guarantees to manufactures dependent upon electrical power will, it is expected, impart a decided impetus to hydro-electrical power transmission operations throughout the country.

A deputation of representatives of various towns and cities in the Dominion waited upon the Minister of Justice on February 5 in regard to the telephone legislation which it is expected will be introduced during the coming session of parliament. The meeting was the result of a resolution adopted by the Union of Canadian Municipalities at a convention held in Montreal in September last, whereby the executive committee was authorized to secure, if possible, in the drafting of the forthcoming government bill provisions giving municipalities control of their streets and of all local franchises in connection with the telephone business, while recommending government control of all long distance connections, rates, and class of instrument and service. The different views of the municipalities were presented to the Minister, who, while expressing the opinion that it was impossible that the streets of a municipality should be under other control than that of the governing power of the municipality, thought that some regard should be taken of vested interests. Careful consideration of the arguments advanced by the delegation and an early reply thereto was promised.

## II. REPORTS OF LOCAL CORRESPONDENTS.

Mr. R. D. Milliken was appointed a correspondent of the *Labour Gazette* during the month of February, for the city of Calgary, N.W.T., and District.

### HALIFAX, N.S., AND DISTRICT.

Mr. F. W. Smith, *Correspondent*, reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

February has not produced much change from that of the previous month, the building trades being quiet. The season is backward, and the weather has been both severe and uncertain. Towards the end of the month there has been a promising change, and it is now felt that a reasonably early start will be made in general outdoor work. Painters are enjoying a season of activity, while longshoremen have been quite busy. The activity in commercial circles continues, and the wholesale and retail trades have enjoyed a fairly prosperous month. The Trades and Labour Council has approved of a bill presented for its consideration, which is to be introduced in the local legislature at its present session, entitled 'A Conciliation Act', or an 'Act to make better provision for the prevention and settlement of trades disputes.' It is similar to the Act at present in operation in Great Britain. An important conference of coal mine managers at Halifax was held early in the month.

#### CONDITION OF LOCAL INDUSTRIES.

The *fishing* industry has been fairly good for the season, but very severe weather has made continuous employment almost impossible. The *lumbering, manufacturing, and mining* industries have been about normal.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—Bricklayers and masons are finding work slack. Carpenters and joiners are fairly busy. Lathers and plasterers are not fully employed. Plumbers are busy, and stone cutters are fairly employed, with builders' labourers somewhat quiet.

*Metal, engineering and shipbuilding trades*.—These branches of labour are still fairly busy. Iron moulders, machinists, electrical workers and horseshoers, are enjoying a very active season.

*Woodworking and furnishing trades*.—These trades are fairly employed, and have had a good month.

*Printing and allied trades*.—Printers continue to be very busy, and have had an excellent month. Pressmen, too, have been very busily employed.

*Transport*.—Transportation companies continue to enjoy an active season, in which all branches of this industry have shared.

*Unskilled labour*.—The demand for this class of labour is about normal.

#### DISTRICT NOTES.

*Windsor*.—The following resolution was passed, February 6, at a meeting of the Farmers' Association :—

Whereas, the Nova Scotia Farmers' Association, composed of delegates from agricultural societies throughout the various counties of Nova Scotia, asked the Nova Scotia government four years ago to federate the school of horticulture and agriculture in Nova Scotia, to establish a college, combining these two lines of agricultural work, and have twice since endorsed this policy.

Resolved, that we ask the government, for the fourth time, to establish such an institution, and equip it in a first class manner, for the accommodation of students from Nova Scotia, and any of the maritime provinces which will co-operate with Nova Scotia;

And resolved, that a delegation of ten be appointed to urge the government to accede to this petition, and to carry out the policy to which they are pledged in this regard.

### CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, *Correspondent*, reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during February was practically the same as in January, the supply exceeding the demand. The unusual severity of the weather caused a serious interruption of transportation, one steamer being detained in

the ice all the month, and nineteen days of the preceding month, and another for nearly two weeks. As a result large quantities of inward and outward freight accumulated on the mainland and on the island, much against the interests of business men, shippers and longshoremen. In some cases the output of factories was decreased owing to shortage of stock and uncertainty of transportation. These conditions also affected commercial activity. Bankers, business men, wholesale, and retail, report an unprecedented dullness in trade, owing to the stoppage of transportation. In fact, the whole industrial machinery has been affected. At the latter part of the month there were about 200 car-loads of freight on the island, including perishable food stuff, about which the shippers were very anxious lest a rise of temperature might cause serious deterioration. The plans of a new market house for Charlottetown, to cost \$40,000, were approved by the council, and work will be commenced as soon as material can be got on the ground. It is the intention to employ local labour only. The harmonious relations between employers and employees prevailing during January continued in February.

#### CONDITION OF LOCAL INDUSTRIES.

February has been a quiet month on farms, the feeding and care of stock, and the hauling of wood being the principal occupations. The deep snow in the woods has interfered with the getting out of fire wood. Smelt fishing has been fair, but would have been prosecuted more vigorously had communications with markets been better. A small force of men were working on the Murray Harbour Branch Railway during a part of February.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters and joiners have been fairly busy. Plumbers were fairly well employed. Builders' labourers had a dull month.

*Metal, engineering and shipbuilding trades.*—Iron moulders, and iron workers

and helpers were fairly busy. Blacksmiths about the same.

*Woodworking and furnishing trades.*—Car builders and coopers were fairly busy.

*Printing and allied trades.*—Printers and bookbinders were fairly busy.

*Clothing trades.*—Tailors found February a duller month than January, bad roads interfering with city trade. Boot and shoe workers were fairly well employed.

*Food and tobacco preparation.*—Bakers and confectioners, and butchers were fairly busy.

*Leather trades.*—Tanners report having had a dull month.

*Miscellaneous.*—Barbers were fairly busy. Hotel employees have had a dull month. Laundry workers report business fair.

*Transport.*—Freight handlers and longshoremen have had a dull month. Teamsters and expressmen are also experiencing dull times.

*Unskilled labour.*—There was very little demand for unskilled labour.

#### ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Notwithstanding the severe weather during February the labour market continued active. Carpenters and painters were well employed for the season of the year, and business generally had an active tendency. The prospects are encouraging for prosperity in the building lines next summer. The Street Railway Company will spend about \$25,000 in improvements on its power-house and in extension of its lines. The Dominion Coal Company will expend fully \$100,000 on a modern coal-handling plant and in repairs to the Robertson wharf; the Intercolonial Railway will spend nearly \$100,000 on its new round-house; the Anglo-Canadian Cold Storage Corporation, of London, intends to construct a large building at St.

John West, the estimated cost of which will be \$100,000 ; and other buildings projected will cost in the vicinity of \$100,000. The business of the winter port is increasing rapidly, the *Lake Erie* on her last trip taking out a cargo valued at about \$200,000. Among the Canadian exports were: Wheat, \$41,116 ; flour, \$14,585 ; cattle, \$29,760 ; cheese, \$24,467 ; the value of American goods was \$43,644. Bank earnings for February were \$3,335,069 ; for the corresponding period of last year they were \$2,915,838, being \$720,268 less than January, and \$419,231 in excess of the same period in 1902. On February 3 some carpenters employed on the ss. *Pharsalia* struck for an increase of pay from 20 to 25 cents per hour, and the advance was granted.

#### CONDITION OF LOCAL INDUSTRIES.

The *fishing* industry is dull, and fish are scarce. The retail prices remain the same as last month ; but a few gaspereaux have been caught, and retail at six cents each.

It is reported that the *lumber* cut will be 20 per cent less than was at first estimated, because of the heavy snow.

A new company is being organized to acquire and work the Crawford coal *mine* at Newcastle, Queen's county. The stock will be \$70,000.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report work dull. Carpenters and joiners are well employed. Painters and decorators report business improving as the spring approaches. Plumbers are busy, the cold weather improving their trade. Builders' labourers say that work is fair.

*Metal, engineering and shipbuilding Trades.*—Iron moulders report business good. Boilermakers remain active. Horse-shoers find work brisk.

*Woodworking and furnishing trades.*—Woodworkers continue very active, but shingle weavers are nearly all idle in consequence of the mills being closed down for the winter.

*Printing and allied trades.*—Printers and pressmen have been very busy, and bookbinders also report business as being good.

*Food and tobacco preparation.*—Ice-cutters and drivers have been busy, and large quantities of ice have been harvested. Cigarmakers continue busy.

*Miscellaneous.*—Broommakers and brushmakers are rushing business to fill the spring orders. Bartenders report all employed.

*Transport.*—Freight handlers and trackmen report work plentiful. Street railway employees are all steadily employed. Teamsters are busy, and ship labourers report work fair.

*Unskilled labour.*—This class of labour readily finds employment.

#### DISTRICT NOTES.

*Coldbrook.*—J. & L. B. Mayer have purchased the Coldbrook Excelsior mill, and will commence at once the manufacture of coarse and fine excelsior. This firm also intends to erect a foundry in the spring.

*Hampton.*—Flewelling Company's mills at this village were totally destroyed by fire on the morning of February 6, and one hundred and fifty hands thrown out of employment. The saw-mill, grist-mill, box factory, shingle-mill, and all their contents, are a total loss. The insurance was \$24,750, and the prospects are that the works will be rebuilt.

*Moncton.*—A number of the employees in the store, No. 1, Intercolonial Railway, have had their wages increased from \$1.20 per day to \$35 per month. A lodge of the order of Railway Clerks was organized on February 7, with 19 members.

*Fredericton.*—The Clark Carriage and Farm Implement Manufacturing Company is about making alterations in the King house, on Germain street, with a view of remodelling the building and turning it into a show-room ; the company will also erect a brick warehouse. The People's Light and Power Company is applying for

incorporation. It purposes to supply electric light and power to the city suburbs. The capital stock is \$80,000.

*Rothsay.*—The Rothsay Water and Improvement Company has asked for tenders for digging the trench for the laying of pipes for the company's system. The trench will be one and a half miles long.

*Sackville.*—In the spring the Enterprise Foundry Company proposes erecting a two-story building 90 x 36, and another 50 x 36. The power will be increased by new and larger engines, and electric light will be put in. These improvements will cost about \$6,000.

### QUEBEC, QUE., AND DISTRICT.

*Messrs. P. J. Jobin and Edward Little, Correspondents,* report as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour in general was better employed in February than in the previous month. Though the heavy snow storms of the month put a stop at intervals to work in the out-door trades, this was more than counterbalanced by the increased demand created for general labourers at snow cleaning and carting. The installation of machinery in the new rifle factory is nearly completed and it is expected that operations will be begun within a few weeks, the company having already advertised for 200 men and boys. A strike of 48 hands employed in the shoe factory of Goulet & Garant occurred during the month, and was referred to the Board of Conciliation for settlement, the manufacturers, in accordance with the agreement arrived at with His Grace Archbishop Bégin last year, having appointed Mr. Ludovic Grenier, Clerk of the Peace, for the district, as their representative, and Mr. F. X. Boileau, an employee in the civil service, being chosen as the representative of the unions. The two conciliators met on the 26th of the month and again on the 27th, but failed to agree upon the third arbitrator. An appeal was therefore made to the chief justice to appoint one. The cause of the strike was the employment of a boy on a machine in-

stead of a member of the union. A notable feature of the month has been the general tendency to a rise in rentals of from 10 to 20 per cent owing to the scarcity of houses.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have been busy hauling in wood which found ready sale at good prices.

On the *railways* running into Quebec the month was a busy one, with crews working overtime keeping the tracks clear of snow and handling the heavy volume of traffic.

The firm of *Holt, Renfrew & Co.*, hatters and furriers, granted a bonus of one week's salary to their employees during the month, owing to the firm desiring their men to share in the exceptional prosperity of the year just closed. Over 150 hands benefited by the action of the firm.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The month was on the whole a dull one for all branches of these trades.

*Metal, engineering and shipbuilding trades.*—In the iron working trades the refitting of tugs, boats, &c., for the coming season caused considerable activity. Boilermakers, moulders, machinists and iron ship repairers benefited by the resumption of work. A number of the strikers at Terreau & Racine's have left the city.

*Printing trades.*—Printers and pressmen report all men working.

*Clothing trades.*—Boot and shoe workers report a fair month's work with few idle men, though conditions are not on the whole as active as during December and January.

*Food and tobacco preparation.*—The snow fall retarded the harvesting of ice during the month, but ice cutters and drivers have been busy. Cigarmakers report plenty of work.

*Leather trades.*—Tanners and curriers report a fair month.

*Miscellaneous.*—Barbers report a good month's business.

## SHERBROOKE, QUE., AND DISTRICT.

*Mr. H. Logie, Correspondent*, reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the month of February was about the same as in the previous month. While the building trades have not done much during the month, and the sash and door factories have been quiet, other industrial concerns have been busy. This is especially the case in the machine shops. The Jencks Machine Co., and the Canadian Rand Drill Co. have night gangs working steadily to keep abreast of the orders. Unskilled labour has been in good demand, and there has been no difficulty for this class to secure work. The various mills are running full time, and the Dominion Brussels Carpet Co. have issued a statement that they are about to greatly extend their works, one of the English directors being now in the country with a view to bringing this extension about. Merchants report business very good for the time of the year.

### CONDITION OF LOCAL INDUSTRIES.

*Lumber companies* are getting well advanced with their work, but many complain of the extreme depth of snow in the woods. Several of the camps expect to break up about the middle of March.

*Manufacturers* report business very good, and both the large mills here are well filled with orders.

*Mining* is practically at a standstill at Thetford and Black Lake, the quantity of snow which has fallen during the month having put a stop to all outside work.

The new *pulp and paper machinery* company, which has established a branch of its Pittsburg, Mass., works here, expects to be in running order shortly, and the machinery is now being placed in position.

### CONDITION OF PARTICULAR TRADES.

*Building trades*.—Bricklayers and masons have been at a standstill during the

month owing to the inclement weather. Carpenters and joiners say that work is fairly plentiful, but they have been kept back in a large contract owing to the destruction of a kiln, which was filled with lumber to be used in the new Magog hotel. Lathers and plasterers find steady work. Plumbers report business very good.

*Metal, engineering and shipbuilding trades*.—These trades are very busy, moulders being fully employed. Machinists are also very busy, and overtime is the rule in all the shops.

*Woodworking and furnishing trades*.—Woodworkers in the sash and door factories have been slack. In one large establishment they have been working three-quarter time for three weeks past, but they expect to go back to full time in a week or two.

*Printing and allied trades*.—The printing trade has been very good during the month.

*Clothing trades*.—Custom tailors are well employed, and there has been a demand for good men. The wholesale houses also report business good.

*Food and tobacco preparation*.—Bakers and confectioners are well employed. Cigar-makers have had a good month.

*Miscellaneous*.—Unskilled labour has been in good demand. The various railway companies and the corporation employed large numbers to remove the snow from the tracks and streets.

## THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, sr., Correspondent*, reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

During the month of February the labour market in this city was somewhat dull, a temporary slackness in general trade having been experienced, and it is probable that this condition may continue during part of the month of March. Great preparations are being made at the harbour for the opening of navigation. Steamboats and sailing vessels having their winter

quarters in the River St. Maurice, are already undergoing the necessary repairs for spring navigation. This is giving employment to a number of ship carpenters and others. From all appearances, sailing vessels will be more employed than in previous years, and freight trade better developed in that line. Ocean steamers, from present indications, will be kept exceptionally active in transporting freight from here, which will considerably augment and stimulate commerce at this port. A great quantity of pulp, at present warehoused and lumber piled in the yards will be shipped from here, and is awaiting the first steamers to load for foreign ports. The barbers of this city held a meeting last week and decided to increase their tariff from 5 to 7 cents for shaving, and hair-cutting from 10 to 15 cents. Banks, report a dull month.

#### CONDITION OF LOCAL INDUSTRIES.

Potatoes are selling here at 70 cents a bushel, and from 90 cents to \$1 per bag. Oats are selling at 42½ cents a bushel, of 34 pounds. Hay, timothy, is \$6 per ton, and clover, \$5 per ton of 1,500 lbs.

Tommy-cods are selling at from \$1.25 per bushel to \$2.25 per bag of 2 bushels.

There will be at least 10 per cent more logs cut this season than last. The shantymen will have completed their work by the 25th of March, or thereabout. There are about 6,500 men employed cutting logs on the St. Maurice river and its tributaries, that is with jobbers and their men included. The following firms are engaged cutting logs. The St. Maurice Lumber Company, of Three Rivers; the Laurentide Pulp Company, Grand Mere; F. F. Farmer, Three Rivers; the Belgo Canadian Pulp Company, Shawenegan Falls; Alex. Baptist, Three Rivers; the St. Maurice Lumber Co., Batiscan; the Union Bag and Paper Co., Three Rivers; Price Bros. Co., Batiscan; the Tourville Lumber Co., Louiseville; and Messrs. Whitehead & Turzer, Rivière à Pierre.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters and joiners report business good for the season. Plumbers find trade dull. Stone cutters are fully employed.

*Metal, and engineering trades.*—Blacksmiths report business quiet.

*Woodworking and furnishing trades.*—Varnishers, polishers, and carriage and wagon makers have plenty of work, and report business good.

*Printing and allied trades.*—Printers are not fully employed. Bookbinders, report business better than last month. Photo-engravers are actively employed.

*Clothing trades.*—Garment workers are experiencing a shortage of work. Glove makers, and boot and shoe workers are fully employed.

*Food and tobacco preparation.*—Ice cutters have had a pretty good month's work. Cigarmakers and tobacco workers are not very busy.

*Leather trades.*—Leather workers and saddlers report work fairly satisfactory for the season of the year.

*Miscellaneous.*—Barbers have found trade excellent during the month. Business for hotel, restaurant and theatre employees has been very dull.

#### ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during February has been favourable for almost all classes of labour. At the present time there is no demand for labour, except in the E. T. Corset Company, where twenty-five seamstresses are required to work upon corsets and underclothing. Activity has been most evident in the tanning industry, tanners and curriers being obliged to work extra hours at night. No changes have oc-

curred during the month in the rates of wages or hours of labour. The employees of the Quebec Southern Railway have not yet resumed work, owing to the fact that the said company has not yet paid them the wages that are due.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have marketed a large quantity of firewood during the month at good prices. Factories in general have had a busy month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers have had a good month, as have also plumbers and steamfitters.

*Metal, engineering and shipbuilding trades.*—In the different branches of this group of trades the workers have had a satisfactory month.

*Woodworking and furnishing trades.*—The woodworkers and furniture makers have had a fair month, as have also the carriagemakers.

*Printing and allied trades.*—The workmen in these crafts have been very busy.

*Clothing trades.*—Boot and shoe workers report a good month, having had to make overtime.

*Food and tobacco preparation.*—Ice cutters and drivers have had plenty of work, as well as cigarmakers.

*Miscellaneous.*—Delivery employees have had two very busy months. Hotel and restaurant keepers have done a good business. The Canadian laundry has also plenty orders.

*Transport.*—All those engaged in this line have been very busy, with the exception of the employees of the Quebec Southern Railway.

#### MONTREAL, QUE., AND DISTRICT.

*Mr. J. S. Fitzpatrick, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The conditions of the labour market show very little change since last month.

Business generally with the city merchants is reported good. The metal trades continue active, and all local factories are busy. The building trades are slack at present, but the prospects are bright for a very brisk season as it is estimated that over five million dollars will be expended during the year in building operations. Contractors and builders in the city are organizing into a protective association. Bricklayers, masons, carpenters, joiners, roofers, and every class of artisans engaged in the building trade, are organizing and strengthening existing organizations. Contractors refuse to sign any contract for new work in which a strike clause is not embodied. The beginning of May, in the opinion of the majority of people engaged in the building trade in Montreal, will be marked either by record breaking activity, or by one of the largest interruptions to industry that the city has experienced. Everything depends upon the agreements which may be reached between the contractors and the men between now and the first of May.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers report that trade has been fair for this time of the year. They have decided to make demand for an increase of wages from 35 cents an hour to 40 cents. The plasterers will ask for an increase in wages and a reduction of the hours of labour. The carpenters and joiners have appointed a committee to prepare a scale of prices for the coming season. Painters and decorators report trade improving and anticipate a very busy season. Plumbers, gas and steamfitters report trade fair, wages as good, and that they have no intention of making any demand for an increase this season. The builders' labourers will ask an increase in wages and a reduction of the hours of labour.

*Metal, engineering and shipbuilding trades.*—Iron moulders report trade as good, with all members employed. Blacksmiths have steady employment. Shipwrights and caulkers report trade brisk. Horseshoers are having plenty of work, and are taking advantage of the present activity in the

trade to make a demand for an increase of wages.

*Woodworking and furnishing trades.*—Woodworkers are very busy at present, while upholsterers report trade as only fair. Coopers report their business as being rather slack.

*Printing and allied trades.*—These trades are fairly busy, with prospects of an improvement during the spring season.

*Clothing trades.*—Journeymen tailors, garment workers and cloakmakers report trade slack at present.

*Transport.*—The International Longshoremen, Marine and Transport Workers' Association, local 373, presented the local steamship agents with a new schedule of wages for the season of 1903, which is as follows:—Lumber work, night and day, 30 cents an hour; side storage, 40 cents an hour; coal handlers and shovellers, 40 cents an hour, and 45 cents for night-work; hatchmen and drivers, 40 cents an hour all round; all other employees for day work, 30 cents an hour; night-work, 35 cents an hour; general cargo, day work, 25 cents an hour, and 30 cents an hour for night-work; grain, day-work, 40 cents an hour, and for night-work, 45 cents an hour; coal cargo, day-work, 35 cents an hour, night-work, 40 cents. Work done on Saturday night from 7 p.m. to 12 p.m., and Monday from 1 a.m. to 6 a.m., to be at the rate of time and a half. Sunday work double time. Quarter-hours, both day and night, to be paid. All rigging and unrigging to be paid for on all work. A fair supper must be given by the company at midnight, and any boss calling a gang after 7 p.m., and keeping them waiting, shall be obliged to pay them for full time.

#### HULL, QUE., AND DISTRICT.

*Mr. Rodolphe Laferrière, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

Very slight change, if any, has taken place in the labour market since last month in Hull. Conditions may be said to be

slightly worse owing to the cessation of building operations. As a consequence masons, bricklayers and stonecutters are idle, and will be so till April. Carpenters are getting work repairing mills. The extension of the mica industry in Ottawa gives work to about 200 girls, between 13 and 16 years of age. They receive from \$2 to \$4 per week. Trade and commerce is reported to be comparatively good. Mills and work shops are running full time, and shipping of manufactured goods is very brisk. In lumber alone, the Gilmour & Hughson firm report being 4,000,000 feet ahead of last year's shipping at the same period. About 20 men are employed at shipping, and 15 others are busy repairing the mill for early spring sawing. Mr. H. Dupuis employs some 50 men, mostly carters. Ice carters realize \$3.30 per day with a team hauling ice. There are few idle unskilled labourers, the hiring of men for starting the drive is absorbing the idle men. Out of 150 wanted, only about 50 could be found. They are paid from \$26 to \$30 per month.

The building of a large saw-mill at Des-Chênes opens a bright prospect for Aylmer. Some 400 people will be employed. The announcement that Messrs. Ahearn & Soper are to develop their water power at Tetreauville has revived the possibility of seeing that part of the city of Hull become an industrial locality. The local union of paper makers is now almost 150 in number. The price of hard wood has fallen 50 cents per cord, and sells at \$5.50; soft four-foot wood sells at \$2.50 and \$3 per cord.

#### OTTAWA, ONT., AND DISTRICT.

*Mr. T. W. Quayle, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

February goes on record as an ordinary month, with no exceptional activity nor unusual dullness. Labour, except the class usually slack during the winter, was generally well employed, and even the workers dependent on haphazard employment expe-

rienced activity through work provided by a snow-fall, which was above the average and fairly well distributed throughout the month. Largely increased bank clearings, and an exceptional promptness in meeting obligations revealed something of the general satisfactory condition of trade. Merchants interviewed stated, without exception, that trade this winter was considerably above the average, and that there seemed to be a large amount of money in circulation among the masses. Taken as a whole the winter has been an expensive one to householders, owing to the generally increased price of fuel and some of the other necessities of life, but with it there has been a buoyancy of trade which kept things normal.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have reaped a fair share of the results of the increased activity in general, and have enjoyed as a rule favourable weather conditions for marketing produce. Shantymen returning from the woods report an increased quantity of logs and square timber on nearly all limits. A further increase in the price of lumber is anticipated, but it will hardly be sufficient to retard building operations. The vigorous state of the export trade has had its effect in stiffening the local market.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are commencing to show signs of awakening from their mid-winter quietude, and spring gives promise of opening with a brisk start. So far there has been no intention expressed on the part of any of the unions of demanding increased pay.

*Metal, engineering and shipbuilding trades.*—These trades are not extensively represented at Ottawa, but those employed in the city had fairly steady work.

*Woodworking trades.*—The woodworkers had steady work, but were not rushed.

*Printing and allied trades.*—The printing trades were busy. Linotype men are scarce, and apparently so elsewhere, as offers were received by several to go to Toronto.

*Clothing trades.*—Tailors report prospects good for the spring.

*Transport.*—Railroad men had plenty of work and transportation operations were decidedly brisk. There was a heavy freight traffic, especially in the movement of coal, a largely increased supply having come this month, owing to the warmer weather prevailing in the more southerly districts.

#### KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the month of February there was a slight diminution in the demand for labour and the opportunities of employment in certain lines—particularly in the building trades—as compared with last month, and the corresponding period last year. Shipbuilding and repairing is quite active. The Calvin Co., at Garden Island, is constructing the largest barge ever built by the firm. It will be 230 feet long, and will engage in the lumber and ore-carrying trade. The *Minnedosa*, of the Montreal Transportation Company's fleet, is undergoing extensive repairs and alterations, preparatory to the work of the coming season. The tug *Glide* is also being improved. This company is placing an order for a new steel tug of large dimensions, also for two new steel vessels to be used in the grain-carrying trade. These vessels, which are to be modern and up to date in every particular, are being built at Wallsend, and will cost over \$100,000 each. They are to be finished and delivered in Kingston by May the first, next. They are to have a carrying capacity of 300,000 bushels, and will ply between Kingston and Fort William. One of these steamers will replace the ss. *Bannockburn*. They will be slightly larger than that boat. \$5,000 worth of repairs and improvements are being made in connection with the School of Mines. The Gardner Biscuit Company, on account of increased business, is finding it necessary to enlarge its plant and premises. It has been decided to continue the im-

provement to the K. & P. R. ballasting, &c. Considerable repairs are also being made to the Dominion Cotton mills here. Beginning May 15, 1903, in accordance with a request made by the employees, the K. & P. R. Co., will pay its employees the rate of wages that prevails on the C. P.R. This will mean considerable increase to the employees. The sixty-seven Germans imported by the Canadian Locomotive works have been reduced to four. The night shift recently established at the works has been suspended for the present. On the 16th of the month the city council passed a resolution offering to act as a board of conciliation in the trouble in this establishment. The city clerk, acting under instructions, made the offer to the company, but no reply has been received.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Men employed in these trades are comparatively idle.

*Metal, engineering and shipbuilding trades.*—This class of labour is actively employed.

*Woodworking and furnishing trades.*—All employees in these trades report business as being good.

*Printing and allied trades.*—These trades are rather quiet.

*Clothing trades.*—Are only fairly employed.

*Food and tobacco preparation.*—Recently the bakers agreed to raise the price of a four-pound loaf of bread from ten to twelve cents. On account of a disagreement the understanding only lasted two days, and bread is now ten cents per four-pound loaf. Recently one of our cigar manufacturers shipped four tons of the bye-product of his factory to Germany, to be used in the manufacture of cigarettes.

*Transport.*—Longshoremen have had considerable employment transshipping a cargo of Welsh coal from Kingston to Toronto during the month.

*Unskilled labour.*—This class of labour has been fairly well employed harvesting

ice, &c. Dealers state that a good supply has been housed for the coming season.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month of February has been an active one in this locality, both for skilled and common labour. The Belleville Cement Co. has started to build a railway to the proposed works east of the city, and has fifty men at work. The number will be increased as the weather moderates. There have been few idle men this month. Ice cutting is still going on, and gives employment to many men. Merchants report a good month's business, ahead of the corresponding month of last year. The banks also report good business. There have been no changes in the rates of wages, and no strikes or lock-outs during the month.

#### CONDITION OF LOCAL INDUSTRIES.

*Fishermen* report a quiet month. The catches have not been large owing to the cold weather.

*Lumbering operations* are being carried on extensively, and a great many men have been employed in the woods at good wages.

The local *manufacturing concerns* report a good month's trade. A shirt factory contemplates enlarging its plant shortly on account of increased business.

*Mining* in North Hastings is carried on extensively, and mining men say that the coming season will be the greatest in the history of this county. Many new properties will be developed.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters report a good month. A large staff has been employed during the month in tearing down the drill shed building, which was condemned. Plumbers report a good month's business. Gas and steamfitters report a good month. Stonecutters also report a good month, with plenty of work ahead.

*Metal, engineering and shipbuilding trades.*—Iron moulders report having had a good month's business. Machinists report work good. Electrical workers report a busy month. Metal polishers, buffers, platers and brass workers are busy. The lock workers have a great many orders on hand. Blacksmiths report a good month's business. Ship builders, shipwrights and caulkers have been busy on the local fleet, getting ready for the opening of navigation.

*Printing and allied trades.*—In the printing and allied trades the month has also been a good one.

*Clothing trades.*—In the clothing trades the month has been a quiet one.

*Food and tobacco preparation.*—Cigar-makers report a good month with plenty of orders on hand. Butchers report a good month's trade.

*Leather trades.*—Leather workers and saddlers report a good month.

*Miscellaneous.*—Barbers have been busy.

*Transport.*—In the transport trade, especially among railroad men, the month has been a good one. There is a great deal of freight being shipped and railway employees are busy.

*Unskilled labour.*—The month has been especially good for unskilled labour.

#### DISTRICT NOTES.

*The Belleville Portland Cement Company*, which will locate at Point Ann, in Thurlow, has let contracts for the principal machinery for its mill, which is estimated to cost nearly half a million dollars. The mill will turn out 2,000 barrels of cement a day. The plant is expected to be in operation by November 1, 1903. The mill, according to report, will be the largest of its kind in Canada.

#### TORONTO, ONT., AND DISTRICT.

*Mr. Phillips Thompson*, Correspondent, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

All the indications point to a busy season in the leading lines of industrial ac-

tivity. At present labour is well employed, with a demand for more hands in some departments of manufacture, while very few are unemployed, excepting in those classes whose work is dependent upon the season. The growing demand for goods for the North-west and the newly settled portions of Ontario is proving an important factor in promoting commercial and manufacturing interests, though travelers visiting the North-west report the spring trade rather late in opening and buyers disposed to be conservative, the effects of the American influx having been to some extent discounted in advance of the actual requirements of the market. The building trade promises to be exceedingly active, and many important contracts will be undertaken as soon as the season is favourable. The largest at present in view is an eight story office building to be constructed at 36 and 38 King street, east, opposite the new King Edward Hotel. The building will have a frontage of 80 feet, and will cost, exclusive of the land, \$100,000. Work has been progressing for some time on the science building in connection with Toronto University, the construction of which affords employment for a large number of workpeople. Other important undertakings are the Metropolitan Bank building, corner of King and Jordan streets; Flett, Lowndes & Co.'s warehouse, opposite the Union Station; an addition of three storeys to the Confederation Life building, and the building of residences which are much required will be rapidly pushed forward, more especially in the suburbs. The Canada Foundry Company, which is largely increasing the capacity of its works, at Toronto Junction, has secured contracts for supplying a number of locomotives for the Canadian Pacific Railway Company, and also has a number of orders for steel bridges and trestle work. The civic estimates contemplate heavy expenditure on various improvements and repairs, including important additions and alterations to the waterworks system. Boot and shoe manufacturers have done a heavy business, with an advance in prices in some

lines. The demand since the holiday season has been steadier than usual. The growing scarcity of agricultural labour continues to excite much discussion, the Colonization Department of the Ontario government being overwhelmed with applications for immigration labour, very few of which can be filled. In the course of the controversy which has arisen over this subject, it is pointed out that one cause of the chronic scarcity is the lack of accommodation for married farm labourers, and their families, and the temporary character of the demand—combined with the low wages paid as compared with those obtainable in other callings.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The mild and open weather of the end of the month has given, a decided impetus to the building trade, and employment is unusually good for the time of the year. Prospects, as intimated above, were never better, the only feature of uncertainty being the possibility of strikes or other interruptions to work, arising out of demands for increased pay or shorter hours. The carpenters have formulated a demand on the employers for an increase of wages, from 30 to 35 cents an hour, to take effect from May 1 next. The tile-layers have also demanded an increase from 30 to 35 cents. Plumbers, gas and steamfitters report trade somewhat slack. Painters are fairly well employed, considering the season. A strike, involving six new members of the Painters and Decorators' Union, on account of the employment of a man not in good standing with the union, was settled on the 10th by the man concerned paying a fine to the union.

*Metal, engineering and shipbuilding trades.*—Reports from these trades are all favourable, and indicate continued prosperity, and abundance of work. The Iron Moulders' Union, has demanded a nine-hour workday, to go into effect on the first of May, wages to remain as at present—a minimum of \$2.75 per day. The sheet metal workers have settled the long standing difficulty with their employers, arising

from the refusal of the latter to sign an agreement embodying the terms of employment. The difficulty has been overcome by the substitution of a shop card containing the regulations mutually agreed upon. The Metal Roofing Co., was not included in the settlement. The outside linemen engaged in electrical work have been organized in affiliation with the Electrical Workers' Union, No. 114, largely increasing its membership. The machinery blacksmiths are preparing to make a demand for a reduction in the hours of labour.

*Woodworking and furnishing trades.*—Woodworking machinists are fairly busy and anticipate an active season. Piano workers are well employed. The Canadian Car Workers' Union, No. 1, of Toronto Junction, which has a membership of about 600, has amalgamated with the American Car Workers' Union.

*Printing and allied trades.*—The printers report a considerable improvement of conditions as compared with last month—work is plentiful and there has been a considerable influx of new belongings to the trade, from other places. The session of the legislature, which begins next month, will help to keep business brisk for some time.

*Clothing trades.*—Custom tailors are experiencing the usual slackness of the period between seasons, but are likely to be fully employed as soon as spring fairly opens. The union is preparing an advanced scale of prices which will shortly be presented to the employers. The garment workers' busy season is over and trade in that line is quiet. The strike of the cutters in four shops was re-inforced by the pressers, who came out on the 14th, in the shops where the cutters remained on strike, the total number on strike, including cutters, trimmers and pressmen, was about 150. The strike was settled by agreement, and the men returned to work on the 24th. The terms of settlement included a present reduction of half an hour a day, and a further reduction of half an hour on the first of November, and the recognition of

the union. Boot and shoe workers report plenty of employment.

*Food and tobacco preparation.*—Bakers and confectioners find a fair amount of employment, and the cigarmakers continue busy.

*Leather trade.*—Conditions in the leather trades are satisfactory. The leather workers on horse goods have considerably strengthened their organization which is now in flourishing circumstances.

#### DISTRICT NOTES.

*Toronto Junction.*—A branch of the United Brotherhood of Carpenters and Joiners was organized here on the 5th instant, with an initial membership of sixty. It was decided to demand the same rate of wages that is being asked for by the Toronto carpenter, 35 cents an hour.

The manufacture of sand cement bricks is to be started shortly near *Black Creek*, on the Western Road. The advantage of these bricks over clay bricks is that they do not require burning and can be more cheaply produced.

*Mount Dennis.*—A large amount of building is being undertaken, including factories and residences.

#### HAMILTON, ONT., AND DISTRICT.

*Mr. Samuel Landers, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour are generally well employed. Even unskilled labourers, who are usually very slack during the winter, are finding steady employment. The civic authorities did not consider it necessary this year to open the quarry to provide work, as in other years. The month has been a very eventful one for the starting of new industries and the incorporation of new companies. Among some of these companies is the Peerless Cash Register Company, with a capital of \$100,000. A provincial charter has also been granted to James Jolly & Sons, leather manufacturers and harness makers, with a capital of \$100,000.

The Griffin & Kidner Company, painters, has been incorporated with a capital of \$20,000, and letters of incorporation were granted to the Building Company, of Wentworth, with \$40,000 capital. It is the intention of the company to build several hundred houses in the vicinity of the new works, for renting to the company's employees. The incorporation is announced of the Hamilton Cataract Power, Light and Traction Company, with a capital of \$5,000,000. The amalgamation of the Hollywood Paint Company, of Hamilton, and the McLennan Paint Company, of Buffalo, was completed during the month. Knitting machines and other plant have been placed in the Ellis Company's new knitting mill. The Force Food Company has leased large buildings here, and will start a factory employing from 150 to 200 people. The city council accepted tenders for cement, to be used in side-walk construction, at \$2.16 per barrel. Last year the price was \$1.60 per barrel, and the city used 31,000 barrels. During the month the price of bricks was further raised from \$8 to \$9 per thousand. A station for the DeForest wireless telegraphy was established here during the month, and it is said that messages have been transmitted between here and Toronto. Wholesale and retail trade is very good. With regard to changes in rates of wages during the month, seventeen fourth grade teachers' salaries were raised from \$550 to \$600 per year.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have been fairly well employed, except during the very cold weather, and there are prospects of a busy spring. The number of bricklayers in the city, however, will be adequate to complete all work. Carpenters and joiners, and lathers and plasterers are busy. Painters are fairly employed. Plumbers, steam and gasfitters find work plentiful. Builders' labourers are also fully employed. The local carpenters have issued the following schedule, to take effect on April 1: Thirty cents per hour for a nine hour day; five hours Saturday; max-

imum fifty hours per week. All overtime forty-five cents per hour.

*Metal, engineering and shipbuilding trades.*—Iron and stove plate moulders report conditions as fair, and machinery moulders better. Machinists are busily employed. Engineers and electrical workers are fairly active. With stove mounters work is only fair. Sheet metal workers have had a very busy month. Horseshoers are busy. Jewellers are a little slack.

*Woodworking and furniture trades.*—All of the woodworking trades, including furniture workers, piano makers, interior fitters, sash and blind carpenters, and pattern makers, have had a very favourable month.

*Printing and allied trades.*—Printers are fairly well employed. Pressmen are busy. Bookbinders have had a fair month.

*Clothing trades.*—The custom clothing trade has been very slack, but the spring is opening during the latter part of the month, with prospects of a good season. Ready-made work has been very busy, some departments working overtime. A voluntary grant of a half hour a day was given, making a 52-hour week. The ten striking hatters are still out, and little work is being done in this line. Boot and shoe workers have been fairly busy during the month.

*Food and tobacco preparation.*—Bakers and butchers report trade normal. Ice cutters are gathering a good crop of 12 to 15-inch ice. Wages average from 15 to 20 cents per hour. Cigarmakers in the different factories are very busy.

*Leather trades.*—Leather workers in horse goods are fairly busy.

*Miscellaneous.*—Broom-makers are busy. One firm is using the union label on its output.

*Transport.*—All transportation employees on steam railways are well employed, as are also street railway employees.

*Unskilled labour.*—This class of labour is generally well employed, caused by the large amount of ice being cut and the rush

of construction work at the various new factories.

#### FORMATION OF LABOUR ORGANIZATIONS.

During the month the cutters and trimmers in the clothing trade were reorganized. The piano workers and pattern makers have each formed themselves into a union, with international affiliations.

#### DISTRICT NOTES.

*St. Catharines.*—Work here in all trades is very fair. The building trade had a fairly good month. Painters were very busy. Custom tailors are expecting a good season, and a splendid system of back shops is in vogue here.

*Dundas.*—Conditions in the machine shops, clothing trade, woodworking trades, and axe factory, &c., are all fairly good, and increased activity is expected at the opening of the spring season.

#### BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

February, from a workingman standpoint, has been a most satisfactory month. The weather was milder than is usually experienced, and this afforded an opportunity for bricklayers and masons to commence operations, which occupied about three weeks of the month. The mild weather, together with a reduction of \$1 per ton in the cost of coal, also materially reduced the cost of living. In the iron trades considerably more activity was manifested. Several of the agricultural factories worked 12 hours per day, while the engine works were unable to meet promptly the demands made upon them, and have sent out a number of patterns to other factories to have castings made from them. Sheet metal workers and tinsmiths report the busiest February in years. Wholesale and retail merchants have had quite a satisfactory month. Wages in Brantford at present show a tendency to rise. The city council at their last regular meeting raised the

salaries of the city clerk and his assistant, the former now receiving \$1,000 per annum, and the latter \$550. Friendly relations between employers and employees have continued up to the present.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture* has been at a standstill, but large quantities of wood are being cut in the adjacent country.

The *starch* works destroyed by fire last fall have been rebuilt on a larger scale, and operations will be resumed shortly.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons and builders' labourers were well employed for this season of the year. A week of very cold weather, however, prevented a full month being worked. Carpenters and joiners have been generally well employed. Lathers, plumbers, plasterers and painters, also gas and steamfitters, have all had a fair month.

*Metal, engineering and shipbuilding trades.*—Iron and brass moulders have been fully employed, and competent men can find employment. Core-makers and machinists report steady employment with over-time being worked. Linemen, metal polishers and buffers, particularly the latter, have had a good month. Blacksmiths and boiler-makers are rushed with work. Sheet metal workers report the busiest February in years. All local men employed and prospects good.

*Woodworking and furnishing trades.*—Woodworkers in the various branches here have enjoyed a prosperous month. Carriage and wagon-makers, pattern-makers and millwrights have had steady employment. Coopers report a fair month.

*Printing and allied trades.*—Printers and pressmen report an active month.

*Clothing trades.*—Journeymen tailors experienced a better month than the one previous.

*Food and tobacco preparation.*—Bakers and confectioners, and butchers report the

usual trade with the regular complement of employees. Ice-cutters have been busy during the month. Cigarmakers and tobacco-workers report trade as fair.

*Miscellaneous.*—Barbers and clerks report a normal condition of trade. There is a demand for hotel employees and first-class general servants for private houses.

*Transport.*—Street railway employees have been steadily engaged. Draymen, teamsters and carters have been generally well employed.

*Unskilled labour.*—The demand for unskilled labour is commencing. There were few idle men upon the market during the month.

#### GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been well employed during the month, and there is a noticeable improvement in some lines of manufacturing and in the building trades over the preceding month. For the season of the year the scarcity of men is observable and almost every class of work people has had steady employment. One feature of the month has been the employment of all the available bricklayers on the new tube works. Business in general has been good, the only noticeable slackness being in the clothing trade. Two new small companies have been incorporated during the month, one for a foundry business and the other for a gas supply specialty. A new farm hardware specialty manufacturing company has also started up in the old drill shed. Work on the new sewerage system has been kept up all winter, and has given employment to considerable unskilled labour. Real estate has not been so brisk in years as at present, caused largely by the scarcity of houses, and many sales have been made recently. A joint meeting of all building trades unions was held during the month to consider the formation of a building trades council, but no action has yet been taken.

## CONDITION OF LOCAL INDUSTRIES.

The scarcity of *farm help* is very noticeable here. A by-law to take \$25,000 preference stock in an extension of the Street Railway system to Puslinch lake and Hespeler, thus connecting with the radial road at Hespeler, has been carried by a vote of the property holders. Work on the new line is expected to start in the spring.

*Manufacturing* in the branches not previously mentioned is in a very healthy condition. There is not at present a vacant factory building, where a year ago a number existed, and shops are generally running to their full capacity.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and stonemasons are all employed on the new tube works. Carpenters and joiners are fairly well employed. Painters and paperhangers have improved somewhat over the previous month, the change being caused mainly by bosses cutting rates for hanging paper. Stonecutters are not very busy. The season's rates of wages for the various building trades unions have been decided on, and are as follows: Stonemasons and blacklayers \$3 for 9 hours, carpenters and joiners 22½ cents an hour and a 9 hour day, painters and paperhangers 25 cents per hour with 9 hour day.

*Metal, engineering and shipbuilding trades.*—Iron moulders have had a good month. Machinists and sheet metal workers are also busy at present. These trades are affected by the cream separator business, which is now very brisk.

*Woodworking and furnishing trades.*—Woodworkers have been steadily employed. Upholsterers are very busy. A new factory to make frames for this trade will shortly be in operation. Carriage workers and trimmers are rushing the spring work. Piano and organ workers report an extra busy month.

*Printing and allied trades.*—The printing trades report a busy month.

*Clothing trades.*—Journeyman tailors have only had a fair month, and are now awaiting milder weather before any difference is expected.

*Food and tobacco preparation.*—The cigarmakers have had the best month for some time. The ice harvest is about over and has been only fair in quality.

*Transport.*—Teamsters have enjoyed a good month, much extra work being got hauling wood to the city.

*Textile trades.*—Brussels carpet weavers have had a good month. Textile workers of all kinds are busy, and prospects are bright.

*Unskilled labour.*—There are very few idle men for the season and employment has been steadier, and at a higher rate than usual.

## DISTRICT NOTES.

*Preston.*—A by-law is being submitted to grant a loan of \$20,000 to the Canada Office and School Furniture Co., to extend their premises. The loan is to be repayable in ten years.

*Hespeler.*—Textile workers of all kinds are very busy, and employment generally is steady.

*Galt.*—The commissioner of immigration has been asked to provide from 500 to 700 people suitable for farm labourers and domestic servants for this district.

## STRATFORD, ONT., AND DISTRICT.

*Mr. W. H. Westbrook, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The generally satisfactory condition of the labour market has been well maintained through February, activity prevailing in nearly all branches of industry. Two new factories are taking on hands, and work has been commenced on a new biscuit factory. Everything points to a season's work which will be uninterrupted by labour disputes, the bricklayers having made an agreement with the contractors by which

they are to receive 30 cents per hour for nine hours' work per day, an increase over last season's wages of 5 cents per hour. The carpenters have also succeeded in getting an increase for the season, 19 cents per hour being the standard rate, an increase of about 2 cents per hour. The best of feeling prevails between the unions and contractors. The Grand Trunk Railway shops continue very busy, 54 hours per week being the normal time worked, but much overtime is being made by the machinists, chiefly in the erecting department. The Stratford Mill Building Company is very busy and has plenty of orders on hand. The company reports a scarcity of moulders, and can also take on a few machinists.

The Whythe Packing Company is also very busy, and can find employment for more hands. This company gave each employee a cash bonus, based upon the amount each one earned during the year. The Milling Company is running a night-and-day shift, and has to refuse orders frequently. The Stratford Clothing Company doubled its output during the past twelve months, and can employ thirty more hands. The Garment Workers' Union Label is used on all goods manufactured. The various furniture factories are all busy, and exceptionally good mechanics can find employment in this line.

#### CONDITION OF LOCAL INDUSTRIES.

The *agricultural* industry in this vicinity is in a flourishing condition, and a good demand for all products of the farm is noticed. The following prices prevail at present:—Eggs, 17 cents per dozen; butter, 17 and 22 cents per pound; apples, 50 cents per bag; potatoes are very scarce and bring \$1.35 per bag; chickens, 75 to 90 cents per pair; dressed beef, hind quarters, 7 cents per pound; hardwood, \$7.50 to \$8 per cord; hay, \$7.50 to \$9 per ton. Much inconvenience is felt by the farmers in not being able to secure first-class help. Many have not been able to do all their fall ploughing on this account, and it cannot be said that the outlook for this condition being improved in the spring is at

all good. Wages offered vary from \$150 a year to \$250, with board, washing and mending.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—February has not been a good month for bricklayers, masons and plasterers, they having experienced the winters usual dullness. Prospects are, however, very bright for the coming season. Carpenters, plumbers and tinsmiths have been fairly well employed during the month, as alterations are being made to many of the stores. Painting and paperhanging trades are improving, and a demand for this class of labour will, it is expected, soon be felt.

*Metal, engineering and shipbuilding trades.*—Iron moulders are in demand. Machinists are busy; their working hours are from 54 to 60 per week. Blacksmiths, while busy, have all vacancies filled. Boilermakers are all employed. Horseshoers have had a good month's work. Jewellers have had rather a slack period.

*Woodworking and furnishing trades.*—All employed in the furniture trade are working full time. Upholsterers are very busy.

*Printing and allied trades.*—Printers report having done a better month's business than usual for February, and there has been a slight demand for this class of labour. Bookbinders report being unable to keep up with their orders.

*Clothing trades.*—Journeyman tailors are very slack. Garment workers report their industry as being the busiest experienced for years.

*Food and tobacco preparation.*—Bakers and confectioners have had a fair month's business. Cigarmakers are very busy. Butchers report their business as improving. Ice-cutters are very busy, men are in demand at wages of \$1.50 per day.

*Miscellaneous.*—Barbers report their trade in good condition. Furriers are very busy.

*Transport.*—All railroad employees in the

traffic department are enjoying the best of times, working as many hours as they wish. Carters and draymen have not been very busy during the month.

*Unskilled labour.*—This class of labour has been in demand, wages ranging from 12 to 15 cents per hour.

#### DISTRICT NOTES.

*Seaforth.*—Machinists and iron moulders are in demand. A large order for threshing engines has been booked by the Bell Engine Company.

#### LONDON, ONT., AND DISTRICT.

*Mr. A. Woonton, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The conditions existing amongst the workers of this city are excellent for this time of the year. Men out of work can, of course, be found in all parts of the city, but in comparison with other years the number is very small. The rolling mills expect to commence business in about two weeks. One cigar factory has removed to Montreal, but it is expected that two new ones will start here in March. Exceptional activity has taken place in the building trades throughout the winter, and instead of the majority of the men being idle, more than half have had steady employment. The railroads are short of engines, and those on hand are kept in continual employment. Trade, both in wholesale and retail lines, is exceptionally good for February. Not since September, 1901, has there been a strike or lock-out of any kind in this city.

#### CONDITION OF LOCAL INDUSTRIES.

As a *manufacturing* centre the city is making great strides, and within the past year a number of new industries have been started. Almost every one of the old ones have made additions to their premises, and there is not one that is not working at its fullest capacity.

*Radial railroad construction* in this district is expected to make great headway in

the coming summer, and give work to men and teams. Two different lines are expected to run into the city next summer.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—About half of the bricklayers are working, which is a good average for the winter months; they have made a demand for forty cents an hour for the coming season. Carpenters have been well engaged all winter and are nearly all working now, they have made a demand for thirty cents per hour and an eight-hour day. Lathers and plasterers are slack. Painters and decorators are not doing much, but have done better this winter than for a long time. The firm of Pace & Fitzgerald, with whom they have had some trouble, is now employing union men. They have made a request for twenty-five cents an hour and an eight-hour day to go into effect April 4. Plumbers and steamfitters report trade fair. Stonecutters are slack. Builders' labourers are fairly well engaged.

*Metal, engineering and shipbuilding trades.*—Moulders are busy. The glass roof is being put on the new McClary moulding shop. Machinists report trade fair. Electrical workers and linemen are slack. Metal polishers are busy, but are delayed waiting for the moulders. Boiler makers are very busy.

*Woodworking and furnishing trades.*—Carriage and wagon workers report trade good. Car builders are extra busy. A demand for coopers is made by local firms, and they are so busy that several could secure employment on tight work here.

*Printing and allied trades.*—Printers and pressmen continue busy; there are no idle men in the city. Lithographers are also very busy. The *Advertiser Co.*, having finished moving, is now doing business in its new office.

*Clothing trades.*—Tailors continue to be slack, and expect to be so for a month more. Garment workers report business good.

*Food and tobacco preparation.*—Cigar-makers continue to report no idle men. The firm of Stirton & Dyer adopted the label

during the month, and twenty-five of their employees joined the union. The strength of the union is now over 250.

*Miscellaneous.*—Barbers are agitating a raise in the price of hair cutting from 15 to 25 cents, to take place April 1. Broom-makers have been busy all winter, and continue so. Firemen and policemen in the employ of the city have petitioned for an increase of salary.

*Transport.*—All branches of railroad workers are very busy. The number of accidents in this neighbourhood of late has made the companies very alert, and they now have an agent gathering information from the different employees as to the best means of averting these accidents; an agent has also been here testing the eyes and hearing of the different locomotive engineers.

## ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

Conditions continue very much the same as in January, labour generally being in good demand. Exceptional activity prevails in railway traffic, while, on the other hand, the building trades are very quiet. The new stave and hoop factory is in rapid progress of construction, and will be in running order about April 1. A considerable number of hands will be afforded opportunity for employment in this industry. Unskilled labour is intermittently employed. Farm hands are eagerly sought after. The keen demand for this class of labour is caused largely by the indisposition which seems prevalent among many to continue at farm work. This fact is evident by the large number of farm labourers inquiring for work in the city at railway and other employment.

### CONDITION OF LOCAL INDUSTRIES.

*Agriculture.*—Annual auditors' reports from cheese factories in surrounding districts show a large increase in the amount

of cheese manufactured last year over other years, and a generally good average price.

*Manufacturing.*—Manufacturing industries in all lines continue in a healthy condition. The demand for products for the North-west market is increasing; the iron industries reports a strong demand, but are experiencing difficulty in getting raw materials to such an extent as to curtail their output at times.

*Railroad construction* promises to be active during the coming summer; the very heavy traffic of the fall and winter is taxing the capacity of the motive power to the limit, and will no doubt result in an increase of double tracking and motive power equipment. The Père Marquette freight traffic is proving a heavy addition to the M. C. R. Company's business, and at times during the cold weather large numbers of cars were blocking the yards waiting to be moved.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, carpenters and plasterers are very slack. Painters and paperhangers are commencing spring trade to some little extent. Plumbers are very busy, repair work adding a large addition to their work during the cold weather.

*Metal, engineering and shipbuilding trades.*—Iron moulders and machinists are steadily employed.

*Woodworking and furnishing trades.*—Woodworking factory hands are very busy.

*Printing and allied trades.*—Printers report a normal condition of trade.

*Clothing trades.*—Journeyman tailors report a continued quiet trade.

*Food and tobacco preparation.*—Bakers and confectioners report a steady unchanged condition of trade. Ice cutters have completed the harvesting of the ice crop. Cigar-makers report steady trade.

*Miscellaneous.*—Broom-makers are in demand at the local factory.

*Transport.*—Railway traffic hands are literally flooded with work, and overtime is

being worked as much as the strength of the men allows.

### CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent, reports as follows :—*

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market shows little change from last month. The building trade is dull, with few men employed. This, however, is the normal state of affairs at this season of the year, when there is very little general demand for men and opportunities of employment are few. The Manson Campbell Fanning Mill Company is now manufacturing incubators in connection with the fanning mill works, orders having been received from all over Ontario, also from New Zealand and other distant countries. It is expected that this industry will give steady employment to a large number of men the year round. Foundries and machine shops are exceptionally busy owing to the fact that there are a number of steamers undergoing repairs here. The development of the oil fields in the adjoining townships of Raleigh and Harwich is also contributing to the employment of these crafts. Transportation is fairly active, railway men being fully employed. The wholesale and retail trade is normal. There are no changes in the rates of wages to note, and there have been no strikes or lock-outs in any of the trades this month.

#### CONDITION OF LOCAL INDUSTRIES.

The movement of *farm* products is fairly active, the receipts of wheat, corn and beans being quite large.

*Manufacturing* in the different branches is about normal.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trade is quiet, a few carpenters, painters and tin-smiths only being employed. Bricklayers and masons have but little employment. Builders' labourers find little demand.

*Metal, engineering and shipbuilding trades.*—Iron moulders and machinists are

fairly well employed. Blacksmiths and horseshoers have plenty of work.

*Woodworking and furnishing trades.*—Carriage makers, wagon makers and coopers are all fully employed.

*Printing and allied trades.*—Printers, pressmen and bookbinders have plenty of work.

*Clothing trades.*—Journeyman tailors report work a little slack.

*Food and tobacco preparation.*—Bakers, confectioners and cigarmakers have plenty of work, and there are no idle men in these trades.

*Transport.*—Railroad men, teamsters and expressmen are all fully employed.

*Unskilled labour.*—This class is in little demand.

#### DISTRICT NOTES.

Work in the oil fields of the adjoining townships continues active, a large number of men being employed in the various operations carried on.

### WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent, reports as follows :—*

#### GENERAL CONDITION OF THE LABOUR MARKET.

The employment of labour during the month of February has been plentiful. In the building trades business is much better than is usual at this time of the year, and there are very few idle men in the city. The foundries and factories are all working full time and are very busy. The Windsor Salt Company has plenty of coal now, and is running night and day to fill its orders. It was getting ready to build a large addition to its plant, to cost in the neighbourhood of \$15,000 to \$20,000. The bent goods works are running full time with their full force of men on. The railroads have all the business they can handle at the present time. The wholesale and retail merchants report the best winter trade they have had for years. The city council has granted the city firemen an

increase of \$5 a month, making their wages now \$50 a month, outside of the officers.

#### CONDITION OF LOCAL INDUSTRIES.

Owing to the good sleighing the *farmers* have been very busy hauling wood to market, and are getting high prices for it. In fact the farmers are receiving good prices for everything they bring to market.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The work of bricklayers, masons, painters and plasterers is a little slack just now, as it generally is in February, but carpenters and plumbers are fully employed. About the first of March there will be very few idle men in the city, as a number of new buildings are about to be erected, one of which is an addition to the convent, costing between \$45,000 and \$50,000, the contract for which was to be let on the 24th of this month. Contracts for a number of dwellings are also to be let right away. Prospects never were better than they are at the present time.

*Metal, engineering and shipbuilding trades.*—As a number of boats are laid up here during the winter, the ship-carpenters and engineers, with their helpers, are kept busy getting the boats in shape for spring, as navigation opens early. Machinists, blacksmiths and horseshoers are fully employed.

*Printing and allied trades.*—The printers report that they have all the work they can handle.

*Clothing trades.*—The clothing trade has been quiet, but plenty of work is expected by the first of March.

*Food and tobacco preparation.*—Bakers, butchers, cigarmakers and tobacco workers report a good month's business.

*Miscellaneous.*—Barbers are very busy. Owing to so much soft coal being burnt in the city this winter the laundry workers have had all the work they could do.

*Transport.*—Railway employees, expressmen, teamsters and others engaged in railway work have had a busy month.

*Unskilled labour.*—All well employed at present.

#### DISTRICT NOTES.

The Bridge and Iron Works Company, of Walkerville, is building a large addition to its plant and will give employment to 150 more hands. The Paving Company, of Windsor and Walkerville, is building a large plant to manufacture paving bricks, and expects to give employment to 30 or 40 men when it is completed.

#### WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour is engaged to a very large extent at this time of the year in lumbering operations, about five thousand men hired out of Winnipeg finding employment in this kind of work. The supply of labourers has been quite inadequate to the demand, consequently high wages have prevailed, running from \$26 to \$45 a month with board. Generally, free transportation has been given the men to the work, and there is still an active demand for men, but there are very few available. Work in the bush has been greatly hampered all winter by the lack of men, and contractors would have had great difficulty in filling their contracts had it not been that the weather has been exceptionally favourable for winter operations. As there will certainly be a very large immigration this coming season, and consequently a great demand for building material, it is well to be assured that the supply will be sufficient. Operations in the woods have been greatly stimulated this winter by the scarcity and high price of coal, the expectations of extensive railway construction and the anticipated demand for building material. The woods along both lines of railway between Winnipeg and Lake Superior are a veritable hive of industry. The saddlery trade, both wholesale and retail, is reported as having never been better and there is quite a demand for experienced

workers. The banks report business more active this month than last, the reason given being that the railway companies are giving a better supply of box-cars to the grain shippers now than they did a while ago. The movement of grain also causes an increased circulation of money. The railway companies report that the demand for grain cars is being met. As a rule business is quiet in Winnipeg at this time of the year. Both wholesale and retail men report things quiet in their lines, although better now than a year ago. Trade is not as brisk as it was before New Year. The Canadian Northern strike is at an end, an agreement satisfactory to both parties having been arrived at. In settling the matter the question of the recognition of the union of the U.B.R.E. was waived. In several lines of work an increase of pay over competing lines of railway was secured. The Trades and Labour Council will introduce a bill into the local legislature at present in session asking :

(1.) That no union or combination of employees be held responsible for any wrongful acts committed by any member or members of same, acting without the authorities of the governing bodies.

(2.) That no union, or member thereof, be liable to damages for dissuading by fair means any labourer becoming an employee of certain employers.

(3.) That no union or member thereof, or their funds be liable in damages for advising others not to seek employment in a locality affected by a strike, or not to buy produce from certain producers.

At Immigration Hall there were registered 73,000 names last year. And the officials state that if the present rate of arrivals be kept up there will be fully 150,000 come in this year. There are indications of a very great deal of work both in Winnipeg and the neighbourhood. The question is being asked where will a sufficient number of labourers be procured. There is no need of any who are able and willing to work being idle at the present time, as there is plenty of work for all if they will take what is going.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The carpenters' unions are endeavouring to arrange a meeting with a representative body of contractors

to agree upon a schedule of wages for the coming season. Their desire is to have this accomplished soon so as to prevent any hampering of work after the season has opened. The lengthening of the season's work for employees in the building trades has been of material benefit to all. This is one of the results of the great immigration to the country as a large number of the incomers took up their residence in the city, and there was consequently a great demand for dwelling houses and hotel accommodation, both of which have been and are at a premium. A few years ago the bricklayers and masons worked about six months in the year. Last season they were employed from eight to eight and a half months. The season for plasterers has been correspondingly increased, while the great majority of carpenters have been employed all the year, either in the city or with the railway companies, bridge-building, &c.

*Metal, engineering and shipbuilding trades.*—Railway employees in the mechanical department are working full time at present. The Canadian Pacific Railway have fully one thousand men engaged here in their shops. There has been quite an advance in their pay in some of the shops lately.

*Transport.*—One of the most important questions before the people is the question of transportation. Last season granaries were well filled and now it is impossible to get it to the seaboard quickly enough, transportation facilities being altogether inadequate to the task. The number of settlers brought into the country, the number of acres brought under cultivation and the number of bushels of grain harvested last year are unprecedented in the history of the Dominion.

#### BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

There has been no noticeable change in the condition of the labour market since

last month. Nearly all factories are in active operation, and the supply of labour is equal to the demand at the present time. There has been no new industry started in this city since January. The marble works have closed since last month. This industry employs quite a number of men, and has a large amount of orders ahead for the spring trade. There is no great activity reported in the wholesale or in the retail trades. No changes in rates of wages have taken place, and the labour market is undisturbed.

The substantial progress this city has made during the past year may be judged from the following estimate of transactions in the various lines of trade:—

Buildings erected.. . . .	\$ 200,000
Flour and sed grains.. . . .	500,000
Lumber, sash and door.. . . .	350,000
Groceries and provisions, fruit, whole- sale and retail.. . . .	500,000
Dry goods, clothing, etc.. . . . .	550,000
Boots and shoes, wholesale and retail.	200,000
Drugs, fancy goods, stationery and jewellery.. . . .	200,000
Implements, carriages, etc.. . . . .	200,000
Hardware and plumbing.. . . .	200,000
Furniture, etc.. . . . .	100,000
Marble works.. . . .	100,000
Binder twine .. . . .	200,000
Coal and wood.. . . .	125,000
Horses, cattle and meat.. . . .	200,000
Wines, liquors and cigars.. . . .	125,000
Sundry manufactures.. . . .	100,000
Total.. . . .	\$3,000,000

Brandon has five chartered and two private banks. The aggregate capital of the five former is \$30,000,000.

CONDITION OF LOCAL INDUSTRIES.

It is anticipated that a very much larger area of land will be put under cultivation next season than ever previously, to judge from the extensive preparations that are going on throughout the district, and also from the large number of settlers that are expected as soon as spring opens.

At the annual meeting of the Binder Twine Company a very satisfactory report was submitted to the shareholders, showing the progress this new industry had made during the year. Additional machinery has been put in, and the shareholders have authorized the directors to investigate the problem of manufacturing binder twine from Manitoba-grown flax. In the past

flax has been grown in the province exclusively for the seed, and the straw was not utilized, but was burned. If this fibre can be used for making the twine, it will greatly reduce the prices of that article.

The Hanbury Company has just completed an extensive addition to the factory. It has added some very complete machinery for the manufacturing of all kinds of building supplies. In addition to the planing mill, the industry will give employment to a large number of men. Brandon will now have one of the largest factories of this kind in the province. The Pelt factory reports that trade has been excellent, but that business is now slackening off with the approach of spring.

CONDITION OF PARTICULAR TRADES.

*Building trades.*—These trades are idle, with the exception of carpenters, who are fairly busy. Painters and decorators also report trade slack at present. Plumbers, however, are exceptionally busy, and steam-fitters have plenty of work. Stonecutters are nearly all idle; so are builders' labourers.

*Metal, engineering and shipbuilding trades.*—Machinists and engineers are very busily employed, and linemen are all working. With blacksmiths trade is a little slack. Boilermakers are fully employed, with some openings. Horseshoers report business slack. Jewellers and watch-case makers are fairly busy.

*Woodworking and furnishing trades.*—Woodworkers and upholsterers report trade somewhat slack.

*Printing and allied trades.*—Printers are fairly busy.

*Clothing trades.*—Journeyman tailors report trade brisk; with boot and shoe workers trade is slack.

*Food and tobacco preparation.*—Bakers and butchers report trade good. Ice cutters are very busy getting in next season's supply of ice. Cigarmakers are very busily employed.

*Miscellaneous.*—Barbers report trade good. Clerks and stenographers are steadily employed, while furriers are somewhat slack. Laundry work, steam and hand, reported good.

*Transport.*—All railroad employees are busily employed. Teamsters report trade good.

*Unskilled labour.*—There is not much demand for unskilled labour at the present time.

#### DISTRICT NOTES.

Reports from the outlying districts state that business conditions have been very satisfactory this winter. Ranchers and stockmen report that the cattle are in very fair condition. Reports from Alberta coal mines show that extensive developments have been made in the coal mines of that district. French capitalists are developing these mines and building railway extensions from mines, and connecting with the C. P. R.

#### CALGARY, N.W.T., AND DISTRICT.

*Mr. S. D. Milliken, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Owing to the mild winter labour is in steady demand, with few men out of work. The building trades are exceptionally busy for the season of the year, several buildings having been started during the month. As the ranchers are not having to feed their stock to any extent, they are not employing as many men as usual, and the men thus thrown out of employment have largely come to Calgary, while others are going to the mountains under contract with the lumber firms. Business is brisk in all lines, and there is a steady demand for mechanics, which will increase with the opening of spring business. Merchants and other business men report business good. This is shown by the opening here of branch houses by eastern firms. Several branch banks were established in surrounding towns during the month. There is

some unrest in the building trades, but no strikes.

#### CONDITION OF LOCAL INDUSTRIES.

The *lumbermen* are very active, and a larger cut is being made than previously. At present difficulty is experienced in filling orders.

The several *manufacturers* of harness, saddles, &c., are having a busy month filling orders and making stock for the coming season, which, from present indications, will be the best they have had.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are losing time, but continue to work on warm days. Carpenters are busy on both inside and outside work, and are losing little or no time. There is a steady demand for good men at \$2.50 and upwards per day of 9 hours. Lathers and plasterers are fairly busy. Painters are having a good winter, and are losing very little time.

*Woodworking and furnishing trades.*—Woodworkers are working 10 hours a day, and the demand for sash, doors, stair goods, &c., keeps them busy, and at times compels them to work overtime.

*Printing and allied trades.*—These trades are fully employed.

*Food and tobacco preparation.*—Ice men have been kept busy during the month, but now have their season's supply housed. Cigarmakers are very busy, and have all they can do to fill orders.

*Leather trades.*—Leather workers and saddlers are busy on piece-work, and are working 10 hours a day.

*Miscellaneous.*—The clerks have succeeded in getting the stores closed at 6 p.m., and are making an attempt to have all organized men trade only with organized clerks. Wages are from \$50 per month upwards.

*Transport.*—Railroad hands are very busy and every available crew at work.

*Unskilled labour.*—Unskilled labourers are in steady demand at \$2 per day of ten hours.

#### DISTRICT NOTES.

The outlook in the district is very bright, a large influx of settlers being expected the coming spring. It is expected that the Canadian Pacific Railway Company will commence their irrigation ditch from Calgary to Medicine Hat this coming season, which will give employment to a large number of labourers. Several large buildings will be erected during the year, and the building trades will be taxed to meet the demand. At present not a house is vacant in the city.

#### ROSSLAND, B. C., AND DISTRICT.

*Mr. R. A. Laird, Correspondent,* reports as follows:—

#### DISTRICT NOTES.

The feature of the month in the Kootenays district is the strike at the Fernie, Michel and Morrissey collieries of the Crow's Nest Coal Company. As the mining and smelting industries of the country depend upon the continuance of a regular and adequate fuel supply from East Kootenay, the gravity of the present deadlock to the entire country will be realized. There is danger that half the workingmen in the Kootenays, East and West, and in the boundary district adjoining, may be thrown out of employment as the direct outcome of the coal mines labour trouble, and several hundred men have already been affected. Another fortnight of the deadlock will see industry in every line save lumbering threatened at a standstill. In view of this it will readily be understood that the speedy settlement of the trouble is looked forward to with eagerness on every hand.

The smelters at Trail, Nelson, Grand Forks, Greenwood and Boundary Falls, all of which are absolutely dependent upon East Kootenay coal and coke, were ill-equipped to withstand a shortage of fuel supplies. Considerable reserves were in hand last summer, prior to the terrible disaster at Fernie and the subsequent labour

trouble, but these reserves were wiped out in the interruption to coal-mining consequent upon the two contingencies mentioned, and no plant had more than a month's supply in hand, when the latest difficulty at the collieries took place. Trail has closed down two copper furnaces and one lead stack, reducing its force by a hundred men. The Giant mine at Rossland has discharged twenty men because of its inability to ship custom ore to Trail; the Boundary smelters are preparing to close down completely unless coke is forthcoming almost at once, and this will throw 600 men out of employment. The Northport, Wash., smelter to which the Le Roi mine at Rossland ships its product, has been completely shut down for a fortnight, and the natural inference is that the mine will not long continue to ship ore that cannot be treated promptly, while a decision to this effect would place 200 men on the unemployed list within twenty-four hours. Similar conditions prevail throughout the country, and there is grave uneasiness in all directions.

In the various trades there has been but little alteration in ruling conditions. At Rossland two concentrating plants are to be constructed, and it is generally believed that these plants will be the forerunners of various others, so that an active season in the building trades is looked for.

Various alterations in the situation, with respect to the production of silver lead ores, point to a more or less general resumption of operations in silver lead camps of East and West Kootenays. Such a development would bring about the employment of fully a thousand miners over and above the number now employed, with consequent activity in every branch of industry. The coal deadlock is regarded as temporary, and with this exception the outlook for the Kootenays continues brighter than for several years past.

#### NEW WESTMINSTER, B. C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The labour market shows an improvement over last month. The demand for labourers for railway work and general farm work is evident, with scant supply. Engineers and machinists for mill work are also in demand. The exceptional fine weather has served well for the contractors who have been enabled to get the roof on three large buildings which are in the course of erection. The contract has been let and work commenced upon an addition to the creamery, to cost \$1,000. The creamery building is owned by the city, and in reporting the needs of more room the following satisfactory returns were made:—The creamery is now paying 8 per cent, and was willing to pay the same rate on increased building. Twenty-six thousand dollars had been paid to local farmers last year for cream. As another indication of the number and importance of lands sales it is stated that the business of the Land Registry office for last month was larger than for the same period for several years. The transactions recorded were mostly *bona fide* purchases by men who have come to settle in the city or district. The farms sold indicate that all parts of the district are sharing in the increased prosperity. A contract for the supplying of several thousand cords of cottonwood to the British Columbia Sugar Refinery, to be used in the making of barrels, has been let and work commenced. It is expected that the amount to be supplied will be sufficient to fill the demand of the refinery for several years. During the month only one case of a disagreement between employers and employees occurred. The deck hands of a steamer plying here were notified of a reduction in wages from \$40 to \$30 per month, and rather than accept the reduction they quit work. The management tried to fill their places, but failed, and the men returned to work, not experiencing any reduction in their wages. The two machine shops located in this city have given notice that, owing to the increase in the wages of

the moulders, all castings turned out will be raised a quarter of a cent per pound.

The Great Northern Railway branch from Cloverdale to Ladner has now 600 men at work, and it is expected that the line will be completed by the middle of May. Two surveying parties have left here during the month on railway work.

## CONDITION OF LOCAL INDUSTRIES.

Activity generally prevails in the *lumbering* camps, several large orders having been filled, one for 50,000 piles for fish traps on the American side. The piles are being cut in this district and towed to Point Roberts. The Royal City Lumber Company has resumed cutting after the usual suspension for repairs. This year, however, the mills have been so busy that no unnecessary time has been lost, and all mills are running full time with orders ahead.

The *canners* are steadily increasing their staff preparatory to the opening of the fishing season.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—A marked improvement in each branch has taken place owing to the good weather. Bricklayers and masons and other building employees are working. A large amount of cannery work is under way. Carpenters report work brisk with good prospects. Painters are fairly employed, and plumbers find work plentiful.

*Metal, engineering and shipbuilding trades.*—These trades are very busy repairing cannery tugs, the cannery season being now on. Ship-caulkers are not very busy, but prospects are good.

*Woodworking and furnishing trades.*—Car builders' employees are finding employment with the firm recently started here, with prospects bright for furnisher. Shingle weavers are still fully employed with demand for help.

*Printing and allied trades.*—These trades report work plentiful and all employed.

*Food and tobacco preparation.*—With cigarmakers business is only fair, with good prospects ahead.

*Miscellaneous.*—The fishermen's Grand Lodge of British Columbia has authorized the circulation of a petition against traps being allowed in the salmon fisheries of the Fraser river.

*Transport.*—Steamboatmen report work plentiful, with men in fair demand.

*Unskilled labour.*—This kind of labour is in demand both for farm and railway work.

#### DISTRICT NOTES.

The *Delta Creamery Co.*, has had a prosperous year and has declared a dividend of 7 per cent. Plans and specifications are being prepared for a two storey frame hotel to be erected here. The contract for the piling and bridging over all ravines on the Great Northern Railway has been awarded to a Westminster firm.

*Revelstoke.*—The Revelstoke Lumber Co., has made many improvements in the machinery and buildings. A large force of men is employed in the woods getting out logs for the coming season's cut.

*Greenwood.*—The British Columbia Copper Co., Ltd., owning the Mother Lode and the smelter at Greenwood, has issued a circular calling a special meeting of the stockholders to authorize an increase of the company's capital by 150,000 new shares, thus increasing the authorized capital to \$2,000,000. The purpose for which additional capital is required is: (1) To erect a Bessemerizing plant to convert and refine the product of the smelter; (2) to erect additional blast furnaces, so as to bring the treatment capacity of the smelter up to about 60,000 tons per month; (3) to acquire more mines in the boundry district.

#### VANCOUVER, B. C., AND DISTRICT.

*Mr. George Bartley, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour on buildings has been fair. The weather has been very fav-

ourable during the latter part of this month for the building trades. Inside trades, such as the moulders, machinists, boiler-makers and cigarmakers have been good. The demand for clerks is very poor, but business is expected to pick up right away, because of the preparations being made by those interested in mining in the north to go northward. The unrest in the machinist trade has been settled, the trouble with the only firm that refused to sign the new schedule being satisfactorily arranged. Every machine shop in the city is now union. The Trades and Labour Council is moving in the matter of establishing a civic labour bureau. The question of keeping the city library open on Sundays will also be taken up. On February 17 a convention of federal unions was held, when the following resolution was carried:—  
'The opinion of the convention is that the Trades and Labour Council be urged to take up the question of imposing a per capita tax on all unions affiliated with the body to be devoted exclusively to strike benefit.'

The city council has passed the following resolution:—

That this council, while offering no opposition to the granting of the application to Mr. D. McNair, referred to in the letter of the Hon. the Minister of Marine and Fisheries, respectfully recommend to the minister that, in granting this and other like applications, water-front rights should not be alienated entirely from the Crown, but granted on lease at a nominal rent, subject to municipal taxation, and for industrial purposes only; and that if and when such property ceases to be used for such purposes, then all the rights granted should cease and terminate and the property should then revert to the Crown.

#### CONDITION OF LOCAL INDUSTRIES.

A petition to be submitted to the government protesting against the establishment of fish traps in British Columbia, has been largely signed and will be sent on in due course.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Prospects for work are good, more work being in sight and in progress than for some years previous at this time of the year. The Building Trades Council is actively engaged in compiling

its fair and unfair list, which will be issued shortly and placed in circulation. This body has also petitioned the hon. the Minister of Lands and Works, at Victoria, requesting that a fair wage clause be inserted in the lease of Deadman's Island to Theodore Ludgate, and in all other leases where applicable. City Solicitor Hamersley has advised the city council of this, inclosing a copy of form to be inserted in all contracts executed for the city, as follows:—

Provided always, and it is hereby declared and agreed by the contractor, that this contract is entered into on the condition that he or any sub-contractor under him, will pay to any workmen, mechanic, citizen or labourer employed by him, under or in connection with this contract, such wages and remuneration at least as are generally accepted as current in the city of Vancouver for similar work or employment, as mentioned in the contract, to be performed and fulfilled by him.

*Clothing trades.*—A movement has been started to license outside tailors \$50 a day while they are engaged in taking orders. The trade is fair.

*Printing and allied trades.*—Trade is good, with some demand for operators. A letter has been sent out by the local Typographical Union requesting a reduction in the working hours to 48 per week, to take effect from May 1, 1903.

*Miscellaneous.*—Hotel and restaurant employees report work not good, there being too many Chinese and Japanese. With barbers work is only fair, and a few idle men are reported.

*Transport.*—Teamsters and expressmen all busy, with prospects good.

## VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market shows a slight improvement over last month, especially in the metal trades and the shipyards. Mechanics who have been on short time are now working full time, and prospects for succeeding months are bright. There is no demand for extra labour, but in many trades there is a surplus. Boiler-

makers' helpers secured an advance in wages from 20 cents an hour to 25 cents an hour. On the 17th instant a party of ship carpenters left here for Whitehorse to overhaul the boats of the White Pass and Yukon Railway Company before the opening of navigation. Building operations have commenced and the season promises to be a busy one. Dwelling houses of medium size and centrally located are in demand and rents are advancing. The programme of civic improvements already authorized for this year provides for an expenditure of between \$250,000 and \$300,000, as follows:—Construction of Point Ellice bridge, \$105,000; extension of sewerage system, \$100,000; erection of Carnegie library, \$50,000, and the completion of work on the James Bay causeway commenced last year. The relations between employers and employees are cordial. The Victoria Chamber of Commerce, composed of persons engaged in trade or manufacture in this city, was organized on January 30 last. The objects of the association are to advance the trade interests of Victoria, the encouragement of home industries, the maintenance of a permanent trade exhibit of products and manufactures, and all other matters affecting the trade interests of the city. The organization has a large membership.

### CONDITION OF LOCAL INDUSTRIES.

This year the sealing fleet will be smaller than for any previous year. The company operating the fleet has dispatched as many vessels as could be manned at the rate of wages mentioned in last report. The balance will be tied up. Masters have experienced more difficulty than usual in securing Indian crews, and as a consequence a larger percentage of white men will find employment. Last season 23 schooners were engaged in the coast cruise; this season not more than 14 or 16 will be employed.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Conditions have improved slightly, but there is still a number of unemployed in all branches of the trade.

The Carpenters' Union has submitted a new schedule of wages to employers, to take effect on May 1, which calls for \$3.50 for eight hours' work; the present rate is \$3 for eight hours.

*Metal, engineering and shipbuilding trades.*—Moulders are busy. Machinists report plenty of work for the regular hands, but during the winter season there is always a surplus, caused by the influx of marine engineers, who work as machinists between the closing and opening of navigation on the northern rivers. Electrical workers and linemen report a scarcity of work. For blacksmiths and horseshoers trade is dull, short hours prevailing in nearly all shops. The Blacksmiths' Union is endeavouring to establish a standard minimum wage and shorter hours. The present rate of pay is \$3 to \$3.50 for a ten-hour day. The new schedule establishes \$3.50 as the minimum rate for a day of nine hours. Employers have been requested to see that the new schedule will take effect on April 1. Boilermakers and their helpers are fully employed, and commenced working full time early in February. Boilermakers' helpers have had their minimum wage raised from 20 cents to 25 cents per hour. General activity prevails in the shipyards and as a consequence shipwrights and caulkers have constant employment.

*Printing and allied trades.*—Printers, pressmen and bookbinders are fairly well employed, but there are a few printers out of work.

*Clothing trades.*—Journeyman tailors report trade quiet. Garment workers are busy and shops are running to their full capacity.

*Food and tobacco preparation.*—Bakers have had a fair month. Cigarmakers are all at work and trade is increasing.

*Leather trades.*—Harness makers and saddlers report trade good. The recently formed union embraces all journeymen in the trade.

*Miscellaneous.*—Barbers are well employed. Clerks have had a good month and conditions are improving.

*Transport.*—Steamboatmen are organizing for the coming season, a strong branch of the Provincial Association having been formed here during the month. Longshoremen report work fair. Street railway men are well employed, and so are teamsters and expressmen.

*Unskilled labour.*—There is still a very large surplus on the market.

#### DISTRICT NOTES.

*Crofton.*—The smelter, which has been shut down for the past few months, will resume work again about March 1.

*Sydney.*—The saw-mill owned by the Toronto and British Columbia Lumber Company, which has been idle for the past seven years, is about to be refitted and put in operation again. A Seattle syndicate has leased the mill for a term of five years, and announces that it will be run to its full capacity.

#### NANAIMO, B.C., AND DISTRICT.

*Mr. A. E. Spencer, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this city for the past month has been dull owing to labour troubles. In the rest of the district it has been fair, especially in the lumber camps which are working when the weather permits. In commercial circles business is very dull and uncertain and general business is very quiet. The miners employed by the Western Fuel Company are on strike. Under the old company the men had an agreement calling for thirty days' notice on either side before making any change in wages. The new company stopped paying 25 cents per day for those using safety lamps without any notice being given and the men called a mass meeting on February 13, and sent the committee to see the management. The men met again on the 16th to hear the report. On the company refusing to pay the 25 cents they stopped work, and at the same time notified the company that they wanted a general advance on March 1. The

committee has had several interviews with the company, but, as yet, has come to no settlement.

#### CONDITION OF LOCAL INDUSTRIES.

In the *fishing* industry there has been a great improvement. Immense shoals of herring spawn on the islands around here, but no attention has been paid to them before this year. There are now three small companies who have been very busy salting and otherwise using up the fish with good success.

In the *lumber camps* business still keeps good and the camps cannot supply the full demand.

Quartz *mining* is very quiet. Coal mining outside of this city is steady, there being steady work for those employed, but there are a large number of men out of work.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Work in all the building trades is very dull.

*Metal, engineering and shipbuilding trades.*—There is not much doing in the metal trades. Blacksmiths and carriage-makers report business as dull.

*Unskilled labour.*—There is very little work for unskilled labour at present.

### THE WORK OF THE DEPARTMENT OF LABOUR.

THE second annual report of the Department of Labour to Parliament was published during the past month, and is now available for distribution. The report, in as concise form as possible, describes the work of the department during the fiscal year ended on June 30, 1902. There are ninety-six pages in all, compared with sixty-seven pages of the report for the previous year. On the whole a thoroughly satisfactory rate of progress is indicated, as will be seen from the following resumé of contents. The report follows the model of the earlier report in regard to arrangement, the subject matter, as in 1901, being divided into six parts, as follows :—

I.—The preparation and publication of the *Labour Gazette*.

II.—The settlement of industrial disputes under the Conciliation Act, 1900.

III.—The carrying out of the resolution of the House of Commons of March, 1900, and securing to those employed on public work payment of fair wages, and the performance of the work under proper conditions.

IV.—The library of the department.

V. The correspondence and other departmental work.

VI. The revenue and expenditure.

#### I. THE LABOUR GAZETTE.

While the *Labour Gazette*, during the period covered by the report, has continued

to fulfil its original functions in supplying current information on industrial subjects, and in providing a means for recording the results of special investigations conducted by the department, a few material changes have been made, as mentioned in the report, with a view to increasing further its general accuracy and value.

#### Reports of Local Correspondents.

During the year the plan was adopted of supplying the local correspondents with forms, containing instructions as to the kind of information to be reported upon and the order of its arrangement in the report, the object being, among other things to secure as large a degree of uniformity in the reports as possible. The reports which are returned to the department on these forms, are, as before, carefully edited and all irrelevant or controversial matter excluded. Copies of the forms, which are sent to the correspondents, are given in the annual report. The information required as indicated therein, falls under three headings: (1.) The general condition of the labour market during the month. (2.) The condition of local industries. (3.) The condition of particular trades.

In addition to these special reports, particular attention is directed to a monthly review of industrial and labour conditions, which is now a regular feature of the *Gazette*, and in the preparation of which the information supplied by correspondents has been materially supplemented from the press of the Dominion and other sources.

### Strikes and Lock-outs.

The same method has been carried on as in the previous year, with regard to obtaining and publishing facts concerning strikes and lock-outs, and copies of the forms which are sent out to the parties in dispute, or their representatives, are given in the report. The percentage of replies received last year from parties to industrial disputes was larger than during the previous year, a fact which shows that the importance of this work is being more fully understood and appreciated.

### Reports of Departments and Bureaus.

The monthly reviews of important official and government publications of Canada and other countries is a feature of the *Gazette* which has been developed to considerable advantage.

### Legal Decisions Affecting Labour.

The department has continued to publish in the *Gazette* monthly notes of legal decisions delivered in Canadian courts, which are of immediate interest to labour. Under this heading cases such as the following have received attention: the liability of companies for negligence; the infringement of union trade marks; the non-payment of wages in accordance with specified conditions; the employment of women and children; the liability of trade unions for the actions of their members; the liabilities of trade union funds; the employment of alien labour; Sunday labour; violation of the Factories Acts, &c., &c.

### Subjects of Special Investigation by the Department.

The report mentions the following subjects which were dealt with in special ar-

ticles in the *Gazette* during the year: statistical tables on rates of wages, and on the cost of living in Canada; industries of Canada and labour legislation in Canada. There was also published a directory of labour organizations in Canada, together with a series of special articles on the subject.

### Statistical Tables on Rates of Wages.

These tables had been begun during the previous fiscal year, when statistics were given with regard to the cigarmaking trade, the metal trades, and certain branches of the building trades. The report states that in the past year statistics were published with reference to the building trades, wood-working trades, carriage and wagon making trades, and the coopering trades. Copies of the circular letters and schedules which were sent out for the purpose of collecting these statistics, are included in the report.

### Cost of Living Schedules.

The report draws attention to the importance of the investigation concerning the cost of living in Canada, and stating that the department has received many assurances that this branch of its work has been of immediate assistance to those for whose benefit it was intended. As in former cases, the report gives copies of the schedules which were used in making these inquiries. These were of two kinds, one relating to retail prices of food, and the other to the cost of board, lodging and rent.

### The Industries of Canada.

In continuation of the series of articles on special industries of Canada, which appeared during the former year, the report states that the dairying industry was made the subject of a special investigation during 1902. The general plan of sending schedules to interested parties was adopted throughout.

### Labour Legislation in Canada.

The compilation and classification of labour legislation enacted in Canada, commenced during the preceding year, was continued with regard to legislation for

the protection of employees on railways, those having to work about machinery, and those on ships, and also as to legislation specially affecting apprentices. There were, besides, articles on trade union legislation and on some of the legal aspects of Sunday labour, as well as reviews of the Dominion and provincial labour legislation passed during the session of 1901-2.

### **Government Commissions Affecting Labour.**

Special attention was devoted in the *Gazette* to the government commissions appointed to investigate subjects of importance to labour. Such were the Royal Commission on Chinese and Japanese immigration, and the British Columbia fisheries commission, whose report has not yet been presented to Parliament.

### **Directory of Labour Organizations.**

The report indicates fully the methods pursued in securing and classifying for the *Gazette* the information with regard to the trades organizations in Canada. In the classification an attempt was made (1) to indicate the nature and extent of organization in general as well as in individual trades; (2) to define the areas over which, and the localities in which, organization exists, and (3) to show the chronological development of organization as a whole, and in particular groups of trades.

## **II. CONCILIATION AND ARBITRATION.**

In Part II. of the report an account is given of the work of the department in the settlement of labour disputes during the year 1901-2. Its friendly intervention was sought in eleven cases, of which the most important were at Halifax, N.S., and at Rossland, B.C. The report states that in six of the disputes a settlement was effected within two days after the arrival of the conciliator, and in three on the very day when negotiations were begun. In four cases the aid of the department had been requested too late, as the employers claimed

to be no longer embarrassed. The report contains full accounts of the six most important strikes in which its intervention was asked. In summing up results, the report says: 'Comparing the work of the department under the Conciliation Act, during the fiscal year 1901-2, with what was achieved during the ten months of the previous fiscal year, it will be seen that, whereas there were five applications for the intervention of the department during the first year of its existence, the number was increased to eleven, or more than double, during the last fiscal year. . . . There is also every reason to believe that what has been accomplished in this way has been helpful in causing the practical workings of the methods of conciliation and arbitration to be better understood, and of encouraging their adoption as a means of preventing industrial war and of securing and preserving industrial peace.'

## **III. FAIR WAGES ON PUBLIC CONTRACT WORK.**

The report divides the work of the Fair Schedules Branch into three parts, which are in brief:

1. The preparation of fair wages schedules for insertion in government contracts.

2. The investigation of complaints against contractors for non-payment of these wages.

3. Correspondence concerning conditions of work and current rates in different localities.

The report describes the methods pursued in this branch, and gives tabulated statements of all government contracts which contained fair wages schedules during the fiscal year 1901-2. These contracts were given out by the Department of Public Works, Railways and Canals, Marine and Fisheries, the Post Office, and Militia and Defence.

During the year seventeen complaints against contractors were investigated by the department.

#### IV. THE LIBRARY OF THE DEPARTMENT.

With regard to the library, the report says: 'During the year the department has made special efforts to increase its collection of reports and other documents having to do with industrial and labour conditions in Canada and other countries, and to improve in various ways its library of labour literature. An important work in this connection has been the classification of the reports and other documents gathered by the department during the past and previous years, and the preparation of a reference catalogue. . . . The collection of trade and labour journals includes an almost complete set of the current publications issued as the official journals of labour organizations publishing such, the more important trade journals of the Dominion, and other periodicals.'

A catalogue of the library of the department is given in the report.

#### V. CORRESPONDENCE AND OTHER DEPARTMENTAL WORK.

The report states that during the year the department has been called upon to make a number of special investigations in answer to inquiries received from governments, societies and individuals in many

parts of the world. An estimate is made that the number of separate communications mailed from the department varies from 2,000 to 5,000 per month.

#### Printing and Circulation of Labour Gazette.

The report places the total average monthly circulation of the *Labour Gazette* during the past fiscal year at 8,370 copies, compared with 6,912 in 1900-1. Of the former number 5,648 were on account of annual subscriptions, indicating an average increase during the year of 1,458 subscriptions, the subscription for the first year having been 4,394.

#### VI. REVENUE AND EXPENDITURE.

The report states in conclusion, that the net revenue of the department, derived from subscriptions to the *Labour Gazette* amounted to \$1,061.13. The total expenditure, including salaries, publishing the *Gazette*, expenses on stationery account, travelling expenses in connection with the work of fair wages officers, and the settlement of industrial disputes, and all other expenses, amounted to \$31,963.62.

### STRIKE OF EMPLOYEES OF CROW'S NEST PASS COAL COMPANY, FERNIE, B.C.

ON the 11th February a strike involving all of the employees in the mines of the Crow's Nest Pass Coal Company, Ltd., took place at the company's collieries at Coal Creek, Michel and Morrissey, three mining camps in the vicinity of Fernie, B.C. The strike was occasioned by the refusal of the company to meet a committee of a newly formed district union embracing representatives from the local unions of the company's employees at the collieries named. All of the employees, to the number of about 1,500, were thrown out of employment in consequence of the strike.

The following is a copy of a statement by the company of the men in its employ on the day previous to the strike, and who, in consequence were effected by it:—

#### SUMMARY of Employees of Crow's Nest Pass Coal Company affected by strike.

<b>Fernie Mines—</b>	
Miners . . . . .	157
Day men, inside . . . . .	195
Day men, outside . . . . .	77
	431
<b>Michel Mines—</b>	
Miners . . . . .	136
Day men, inside . . . . .	142
Day men, outside . . . . .	94
	372
<b>Morrissey Mines—</b>	
Miners . . . . .	201
Day men, inside . . . . .	108
Day men, outside . . . . .	96
	405
Fernie coke ovens . . . . .	93
Michel coke ovens . . . . .	62
General work, outside . . . . .	100
	1,463
<b>Total . . . . .</b>	
	1,463
<b>Age—21 years and over . . . . .</b>	
	1,438
<b>Under 21 years . . . . .</b>	
	25
	1,463

A statement prepared by the committee of the district union gives the following as the number of employees of the company in good standing as members of the local unions on the date at which the strike was declared, and of the numbers who have been added since that time:—

Name of Union.	Member- ship on Feb. 11.	Member- ship on Feb. 27.
Gladstone Miner's Union,		
Coal Creek.. . . .	226	397
Michel Miner's Union....	179	256
Morrissey Miner's Union.	298	352
Total in district.. . .	703	1,005

### Effects of Strike.

The statements of the number of employees of the company or of the numbers who are members of the local unions do not, unfortunately, give any indication of the number of persons affected by the strike, or likely to be affected through its continuance. It may be said that from 50 to 75 per cent of the mining industry of the province of British Columbia is dependent for the supply of coke and coal upon the Crow's Nest Pass Coal Company. Virtually all of the metaliferous mines of the province obtain their coal for power purposes, and the smelters the coke for smelting purposes, from the Crow's Nest Company, the cost of transportation of coal from Vancouver Island being such as to prevent the coal from that island coming into serious competition with the coal of the Crow's Nest Company, the only coal company doing any considerable business on the mainland.

Although the strike had been in existence only a little over two weeks at the close of the month, the mining industry of the province was beginning to feel embarrassment in consequence of it, and at some of the smelters, a few of the furnaces had been closed down. Efforts were being made to obtain coke from the United States, but it was greatly feared that a coal and coke famine might ensue which would result in closing down some of the mines and smelters, either partially or altogether, and the

throwing out of employment of several thousand men, in the chief mining and smelting centres of the province. Other industries were also slightly affected before the end of the month, and promised to be more seriously embarrassed if the strike continued. Notable in this connection was the transport industry. Several crews on the Canadian Pacific Railway had been laid off in consequence of the diminished carrying trade, and this number threatened to increase daily. When it is remembered that mining is the chief industry of the province, and account is taken of the number of trades and callings likely to be affected by any embarrassment to the chief industry, it will be seen how wide and far-reaching might be the disaster consequent upon a prolonged strike of the Crow's Nest Pass Company's employees.

### Intervention of Dominion Government.

Anticipating the disastrous effects which this strike might have, not only upon employers and workmen, but on the province of British Columbia, Sir William Mulock, Minister of Labour, at the request of the Honourable Senator Templeman, of Victoria, B.C., instructed Mr. King, Deputy Minister of Labour, to proceed to British Columbia with a view to lending the good offices of the government towards effecting a settlement under the Conciliation Act, 1900. Mr. King arrived at Fernie on February 24. An investigation of the difficulties disclosed the fact that the recognition of a committee of a newly-formed district union was the principal issue, and that neither of the parties were prepared to have any dealings with the other until this point had been determined. As a consequence the determination of the issue had, for the time being, to be left to the relative strength of the parties, the question being one which, from its nature, precluded the possibility of a settlement by either conciliation or arbitration.

### Report of the Deputy Minister.

The following report submitted by Mr. King on his return to the Honourable the

Minister of Labour will help to explain the exact situation of affairs:—

To the Honourable

Sir WILLIAM MULOCK,

Minister of Labour.

SIR,—I have the honour to submit herewith a report on the result of my investigation into the strike of the employees of the Crow's Nest Pass Coal Company at Fernie, B.C., which investigation was made, in accordance with your instructions, under the Conciliation Act, 1900.

### Cause of the Strike.

The Crow's Nest Pass Coal Company employs men at its mines, in three different localities, namely, Coal Creek, Michel and Morrissey. Employees of the company at each of these localities have formed local unions, which unions hold their charters from the Western Federation of Miners, with headquarters at Denver, Col. The local union composed of employees of the Coal Creek mines was formed in 1899, and is known as Gladstone Miners' Union No. 76; the union at Michel known as the Michel Miners' Union No. 166, was organized April 20, 1902; the union at Morrissey, known as Morrissey Miners' Union No. 120, on July 27, 1902. During November last it was decided to form a district association of the Western Federation, which should be composed of representatives from each of the local unions of the Crow's Nest Pass Coal Company's employees. The intention in forming this association was to have, if possible, all matters of general concern to the company's employees dealt with by the District Association. The association so formed received a charter from the Western Federation under the title of Crow's Nest Valley District Union No. 7, W. F. of M. It was organized on November 25, 1902, as a delegate body, composed of an equal number of representatives from each of the three local unions.

During the present year a scale of wages and a set of regulations governing conditions of employment of employees of the company in the three mines was drawn up by the district union. On February 5 a communication was sent by the secretary of the District Union to the General Manager of the Crow's Nest Pass Coal Company, stating that the District Union desired an interview with the management, at which interview it was intended to present to the company for its consideration a scale of wages and other regulations governing conditions of employment which

had been drawn up by the union. The communication was delivered at the offices of the company on the morning of February 5, but was not acknowledged by the company. On the evening of the same day the secretary and another officer of the District Union called upon the General Manager to ask him personally if the interview asked for in the morning's communication would be granted, and were informed that the company was prepared to deal with its own employees, but would not meet the union. On the morning of February 6 the District Union sent a second communication to the General Manager asking for an interview with the District Union before three o'clock of the afternoon of the day following. No reply was received to this communication. The District Union then notified the executive committees of the local unions that the company had refused to grant it an interview, and on Sunday, February 8, this fact having been communicated to the members of the local unions through their executive committees, a vote was taken to decide whether or not a strike should be declared because of the company having refused to meet the District Union. The total number of votes polled by the local unions was small. Of the votes cast, however, only two were against a declaration of the strike. On Monday the 9th the District Union was informed by the executive officers of the committees of the local unions of the results of the ballots by the respective unions, and the District Union then declared that a strike should take place. Notice of the strike being declared was given on Tuesday the 10th, and at 7 o'clock on the following morning all of the miners in the company's employ quit work.

From this statement it will appear that the strike commenced and continued to be carried on without the company being in possession of any formal statement of grievances from its employees. The refusal of the company to meet the committee of the district union was the reason why no formal statement of grievances had been presented to it, as it was also the occasion of the strike. While the company refused to deal with the district union it maintained from the first that it was prepared at all times to meet with a committee of its employees from any one mine, to discuss with them and to endeavour to rectify, if necessary, any grievances which might exist. The determination of the company to deal with its employees in this way only and not to meet them through a committee of the district union, and the equally determined attitude of the employees to meet the com-

pany only through the committee of the district union revealed clearly that the recognition of the union was the real issue between the parties.

### Settlement Negotiations.

Within a week after the commencement of the strike the Fernie Board of Trade took steps to bring about a joint conference between the parties. About the same time the Premier of British Columbia offered the services of his government to assist in bringing about a settlement of the strike. The Department of Labour at Ottawa having been appealed to, and the parties notified that the Dominion government would extend its good offices under the Conciliation Act, no action was taken by the parties in regard to the offer of the Fernie Board of Trade or the British Columbia government.

I arrived at Fernie on the morning of the 24th of February, and on that morning had an interview with the members of the committee of the district union, who explained to me the causes of the strike, and submitted a list of grievances which they stated it had been their intention to discuss with the company had they been granted the interview requested. A sworn statement by the Manager and General Superintendent as to the average earnings of the miners at the three collieries of the company having appeared in the local press during the week previous, led the committee to express a desire to present its side of the case in reference to this statement of the company's, and believing that the wages question would be the first to come up for consideration in the event of a joint conference between the parties being effected, I consented to receive a statement from the employees on this point, together with their evidence in support of the same. Having had a lengthy interview with the committee of the men, I then called at the office of the company with a view to discussing the situation with the management. The General Manager, Mr. Tonkin, had left on the day previous to attend a convention at Victoria, B.C., called for the purpose of forming a mine owners' association. Mr. J. R. Stockett, the General Superintendent in Mr. Tonkin's absence, undertook to represent the company, and stated the company's willingness to accept the good offices of the government. I then proceeded to discuss with him the causes of the strike as alleged by the committee of the union, and the several grievances submitted in their interview with me. I received from him a statement of the com-

pany's attitude in regard to the latter, and also a statement of the company's attitude in the matter of dealing with its employees. In this connection Mr. Stockett stated that while the company was always willing to meet with a committee of its employees from any one mine, it had refused to meet a committee of the district union. Moreover, it was not prepared at that time to meet with this committee.

The interviews which I had with Mr. Stockett and with the members of the district union, led me to believe that if a joint conference between these parties could in any way be effected, it would not be very difficult to arrive speedily at some basis of settlement, and I consequently made every effort to bring about such a conference. Any departure from the strict letter of its original stipulation was viewed, however, by each side in the light of a concession in the matter of the recognition of the union, and as a consequence it was impossible to bring about a meeting between the two parties.

Having come to the conclusion that unless some modification of its original position was made by either party, the issue could only be decided as the result of a struggle determining the relative strength of the two parties, I thought it well that the real issue should be distinctly defined, and, therefore, after explaining to each party in writing the attitude of the other, asked for a written reply giving a statement of its exact position.

### Official Statements by Parties.

The following are copies of the communications addressed to the company, and the union committee in this connection, and of their respective replies:—

FERNIE, B.C., Feb. 26, 1903.

DEAR SIR,—The investigation which I have been making, during the past two days, into the causes of the present dispute between the Crow's Nest Past Coal Company, and its employees, at present on strike, leads me to believe that the real question at issue is one of recognition by the company of District Union No. 7 of the Western Federation of Miners. This district association is composed of representatives from the local unions of the company's employees at Coal Creek, Michel and Morrissey. The committee of the district association is composed of nine members, made up of three representatives from each of the local unions. This committee has a wages scale and other demands governing the condition of employment in all of the mines of the company, which it wishes to present to the company. It is alleged by the district committee that the strike was declared owing to the refusal of the company to take into its consideration any demands coming to it from the district association. It is further alleged that the continued refusal of the company to meet with

the committee of the district association and to consider its demands is the cause of the continuance of the strike. If the district committee persists in demanding that its recognition by the company be a necessary preliminary to any steps towards the adjustment of the present difficulties, and is supported by the employees of the company in this attitude, it would appear that unless the company were prepared to recognize this committee the present difficulties can only be determined as the result of a contest in which the issue can alone be decided by the relative strength of the parties, and that any effort to terminate the present difficulties either by conciliation or arbitration would be of no avail.

That there may be a perfectly clear understanding as to the attitude of both parties, I would be obliged if you would have the kindness to give me, at your earliest convenience, a written statement, setting forth the company's attitude towards its employees in this connection. I could then communicate the facts to the committee managing the present strike, and ascertain definitely the attitude which they intend to assume.

Yours faithfully,  
(Sgd.) W. L. MACKENZIE KING,  
Deputy Minister of Labour.

T. R. STOCKETT, Esq.,  
Gen. Supt. Crow's Nest Pass Coal Co.,  
Fernie, B.C.

FERNIE, B.C., Feb. 26, 1903.

DEAR SIR,—We beg to acknowledge receipt of your letter 26th inst., relative the cessation of work at the several mines of this company.

To your expression 'present dispute between the Crow's Nest Pass Coal Company and its employees,' we take decided exception. So far as the coal company is concerned, it is not aware of any dispute with its employees. As we have already informed you, the men ceased work without any notification, or presentation of grievances, to the company, nor up to this writing have we received any notification from its employees that grievances exist.

As to the company's attitude towards its employees, we think that the wage-statements presented to you by the company, and your personal examination of the pay-rolls, and signed statements of the men, and your expressions of satisfaction as to their correctness, should be ample proof of the company's attitude. Further than this we would say that the company has not at any time declined, nor does it now decline, to discuss with its employees or a committee of its employees, the grievances which may, or which may seem to exist at that mine, and if the employees of any mine have a grievance we shall be glad to receive a committee of them at any time to discuss the matter with them and endeavour to rectify the same.

Yours very truly,  
(Sgd.) THOS. R. STOCKETT, JR.,  
General Supt.

Mr. W. L. MACKENZIE KING,  
Deputy Minister of Labour,  
Fernie, B.C.

FERNIE, B.C., Feb. 26, 1903.

DEAR SIR,—In reply to a communication sent by me to the General Superintendent of the Crow's Nest Pass Coal Company, in reference to the present strike of the company's employees, and asking for a statement setting forth the company's attitude towards its employees, I have

to-day received a communication from the General Superintendent of the company, in which, among other things, the General Superintendent says: 'The company has not at any time declined, nor does it now decline to discuss with its employees, or a committee of its employees, the grievances which may, or which may seem to exist at that mine, and if the employees of any mine have a grievance we shall be glad to receive a committee of them at any time to discuss the matter with them, and endeavour to rectify the same.' Elsewhere in his communication the General Superintendent says: 'The men ceased work without any notification or presentation of grievances to the company, nor up to this writing have we received any notification from its employees that grievances exist.'

In my communication to the General Superintendent asking for a written statement, setting forth the company's attitude towards its employees, I mentioned that I was asking for this statement that there might be a perfectly clear understanding as to the attitude of both parties, and that I might communicate the facts contained in the company's statement to the committee managing the present strike, with a view to ascertaining definitely the attitude which they intended to assume. I have, therefore, to respectfully request that your committee would inform me at its earliest convenience of the attitude of the employees towards the company, and that in this particular connection you be kind enough to state clearly: (1) what explanation the committee has to give as to the company's statement that the men ceased work without any notification or presentation of grievances to the company, and that up to to-day no notification from its employees that grievances exist has been received by the company; and (2) what attitude the employees at present on strike intend to assume towards the offer of the company to receive a committee of the employees at any mine to discuss with them any grievances which may, or may seem to exist at the mine.

Yours faithfully,  
W. L. MACKENZIE KING,  
Deputy Minister of Labour.  
J. T. DAVIES, Esq.,  
Sec. District Union, No. 7, W. F. of M.

FERNIE, B.C., Feb. 27, 1903

DEAR SIR,—Replying to yours of the 26th inst., I would say, that prior to the strike the Secretary of the district union was instructed to write Mr. Tonkin requesting an interview. This communication was sent but remains unanswered. After waiting a reasonable length of time a committee from this union waited on Mr. Tonkin for the purpose of ascertaining when it would be convenient for him to have a meeting with the members of this union, the said meeting being for the purpose of presenting our grievances. Mr. Tonkin's reply was, 'I have been conferring with the Gladstone Union two or three times a week and am getting sick and tired meeting committees. I am ready to close the mines down for eight months if necessary.'

A second communication asking for an audience with the management was sent by the district union on the 6th inst., a copy of which is hereto attached, but was not acknowledged.

As you have been already informed a strike was declared at Michel some time in November last. While this strike committee was discussing matters with the management, he stated that he had been informed that they (the miners of the three mines) were contemplating the

forming of a district union. His exact language was as follows: 'Now you fellows are getting down to business, we can meet and discuss matters and form agreements that will last for one, two and three years.'

This union was organized for the purpose of doing away with those monthly strikes, as we are of the opinion that we would be better able to handle the situation through an executive board consisting of three men from each mine. This board is ready and willing to meet the management at any time for the purpose of presenting and discussing our grievances.

We admit that the management has not been notified officially of any grievance. He himself is to blame for that. He ignored our communications and refused our committee a hearing.

Very respectfully yours

District Union No. 7, W.F.M.,

JNO. T. DAVIES,  
Secretary.

MR. W. L. MACKENZIE KING,  
Deputy Minister of Labour.

(Enclosure.)

FERNIE, B.C., Feb. 7, 1903.

DEAR SIR,—We, the undersigned constituting the District Board of the Western Federation of Miners, hereby seek an audience with you prior to 3 p.m. Saturday, February 7, 1903.

(Signed) J. T. DAVIES,  
Sec.-Treas. C.N.V.D.U.

COMMITTEE.

Philip Christopher, Pres. John E. Ballasky,  
John Holbrook, Vice-Pres. Thos. Letcher,  
Wm. H. Evans, Henry S. Bell,  
Thos. Davies, John E. Ryan.

To J. H. TONKIN, Esq.,  
Gen. Mgr. Crow's Nest Pass Coal Co.,  
Ferne, B.C.

February 5, 1903.

An interview with Manager Tonkin (also enclosed).

Upon entering was asked by the manager what business we were upon.

We said that we have been instructed by the district board to see him for the purpose of seeking an audience with him, and his answer was, when.

We replied as soon as possible.

The manager informed us that he had been in the habit of granting interviews to the executive of Gladstone Lodge No. 1, as he termed it, so often that he claimed that he had granted his last audience to them, for he had got sick and disgusted at meeting them, for ever since he arrived here it was nothing but meeting the executive committee, and that he would not grant them any more interviews.

When told again by us that this board had never met him nor had they sought an audience with him before this day.

Mr. Tonkin again asked us on what business this board wanted to see him.

We then told him that we had not come to transact any business at all, only that the committee wanted an audience for the purpose of coming to some satisfaction on some grievances, and that our instructions were that we ask for an interview.

Mr. Tonkin then told us that he did not want to discuss any grievances with any union, as he did not know that any existed, but he said: 'Boys, I can tell you that I know more of what happens at your meetings than you know your-

selves, for you (meaning the union) might as well admit me to your meetings for I know everything that goes on.'

He again told us that he was prepared, if necessary, to close any or every mine if they wished to, and that I am going to learn you boys a lesson, for if the men come out I will make a general cut of 15 per cent all round.

Again we asked for an audience.

He then said that I am willing to meet any of my employees as individuals from the smallest driver to the miner and that as man to man. But as a union, no, never, for they are all detrimental to me.

So with the compliments of the evening we departed.

(Signed) J. T. DAVIES,  
Sec'y District Board,  
One of the Committee.

FERNIE, Feb. 27, 1903.

DEAR SIR,—I desire to acknowledge receipt of your communication of to-day in reply to mine of yesterday, asking that the committee of District Union No. 7 would inform me of the attitude of the employees towards the company, and in this particular connection what attitude the employees at present on strike intend to assume towards the offer of the company to receive a committee of the employees of any mine to discuss with them any grievances which may or may seem to exist at that mine.

I notice in the reply received to-day that you take up other matters mentioned in my communication, but you do not state definitely the attitude of the employees towards this offer of the company. Doubtless this is an oversight in your reply, and I would therefore be obliged if you could let me have a direct answer on this point.

I might add that my purpose in asking for this information is that I may know definitely the attitude of each of the parties towards the other.

Yours faithfully,

W. L. MACKENZIE KING,  
Deputy Minister of Labour.

J. T. DAVIES, Esq.,  
Sec. Dist. Union No. 7.

FERNIE, B.C., Feb. 27, 1903.

DEAR SIR,—I desire to acknowledge receipt of yours of this a.m. I regret very much that I did not make myself plain to you in my previous letter and assure you that omissions were unintentional.

In re meeting committees from the mines separately. This matter was submitted to Mr. G. F. Dougherty by the management. He referred the same to this union and recommended that the same be referred to the locals for their action. This was done, and the locals were unanimous in their demand that the district union deal with the matter all through.

In view of this fact we cannot entertain the proposition of meeting separately without further instructions from the locals.

Very respectfully yours,  
District Association No. 7, W.F.M.,  
JOHN F. DAVIES,  
Secretary.

MR. W. L. MACKENZIE KING,  
Deputy Minister of Labour.

### The Present Situation.

From the replies of the Crow's Nest Pass Coal Company, Limited, and the committee

of the District Union, it will be perfectly clear that each side was determined to adhere to the position maintained by it at the outset. In addition to the written communications definite assurances were given from each of the parties that a departure from this position could not be expected for at least some time to come, and both were agreed that until the relative strength of the parties had determined the question of recognition, conciliation or arbitration could do little, if anything, towards effecting a termination of the present strike.

Since leaving Fernie, which I did on the 28th of the month, I have learned that the government of British Columbia has offered to pay the expenses of a commission to investigate the present strike. In view of the possible appointment of such a commission, and also in view of the fact that the grievances of the employees have not as yet been formally considered by the company, and consequently have not come to be the main subjects at issue in the present strike, it would appear that any pronouncement upon the respective merits of the claims of the contending parties would be out of place in this report.

### Wages Statements of Parties.

An exception, however, is called for in consequence of a statement contained in the reply of the company to my communication of February 26. The statement 'as to the company's attitude towards its employees, we think that the wages statements presented to you by the company, and your personal examination of the pay-rolls and signed statements of the men, and your expression of satisfaction of their correctness should be ample proof of the company's attitude,' is apt to be misleading, conveying, as it might, the impression that I was quite satisfied as to the correctness of the company's statement of the average earnings of the miners in their employ, as published in the *Fernie Free Press* and already referred to. My expression of satisfaction as to the correctness of the figures shown me in the company's pay-rolls had reference to the correctness of the entries there recorded, from the signed statements of the men, but did not have reference to the correctness of the methods in which the averages of the men's earnings had been made up by the company, or as to the correctness of the impression which the published statement of these averages was likely to convey. As a matter of fact, I took exception at the outset to the method in which these averages had

been arrived at, and when later I came to confer with the committee of the men I found that, for the most part, the differences in the returns made by them as to the net earnings which they received and the returns made by the company, were to be accounted for by the men having deducted from their net earnings amounts paid out for powder, oil, smithing and supplies, whereas these amounts had by the company been included as part of the net earnings, and this was the point to which I took exception. For example: A miner is credited with having mined 150 tons of coal at 40 cents a ton, making for his earnings a total of \$60. Supposing that in mining this quantity of coal he was required to use gun-powder to the amount of \$5. This amount he would be required to pay out of his own pocket. The company, in estimating the net earnings of the miner in this case would have put them at \$60. The men, on the other hand, would have placed the net earnings at \$55. To the extent to which the company's averages have not taken necessary outlays of this kind into consideration I think that the averages in their published statements are misleading. Other alleged methods were cited to me by the committee of the men, showing wherein they believed the company's averages had been placed too high. However, as it is possible that this matter may come up for consideration in future negotiations, I feel that anything other than a mention of the fact itself would not be justified in the present report. I should say that on examination of some of the statements shown me by the men I found that in arriving at their averages they had deducted in some cases from the statement of net earnings amounts which ought properly to have been regarded by them as cash, and as a consequence their returns were to this extent incorrect. Once this error was pointed out, however, the error itself was admitted, and the statements immediately withdrawn. I need only add that my sole purpose in touching upon any controversial matter in this report is, as has been already explained, that a wrongful impression may not be conveyed from any statements contained in communications which it has been necessary to publish herewith.

I have the honour to be, sir,

Your obedient servant,

W. L. MACKENZIE KING,  
*Deputy Minister of Labour.*

DEPT. OF LABOUR,  
OTTAWA, March 4, 1903.

## CO-OPERATIVE STORES AMONG ATLANTIC FISHERMEN.

**D**URING the month of February, Dr. Wilfred T. Grenfell, Superintendent of the Labrador branch of the Royal National Mission to Deep Sea Fishermen, delivered a number of addresses in different parts of Ontario and Quebec on his work among the fishermen on the Atlantic seaboard. Apart from the interest attaching to these lectures in connection with the work of the mission, they served to give to those who heard them a very intelligent appreciation of the economic and social conditions surrounding the lives of the men engaged in the deep sea fisheries along the northern coast of Newfoundland and the eastern coast of Labrador.

### Beginnings of Co-operation.

When in Ottawa, Dr. Grenfell was a visitor at the Department of Labour, and while there consented to be interviewed in regard to the work which he has personally undertaken among the fishermen with a view to bettering their economic condition. This work, in its simplest form, has consisted in the establishment of four distributive co-operative stores, and an attempted productive co-operative mill. Three of these stores were established some three years ago, and the fourth one during the present winter. With regard to the origin of the plan, Dr. Grenfell stated that he advanced \$1,200 with which to start the system of co-operative stores as a measure on the whole best adapted to the alleviation of the more pressing difficulties of their situation. The intention was that this amount should subsequently be refunded and that so far as possible there should be substituted in its stead shares derived from the earnings of individual fishermen. The value of the shares was fixed at five dollars each, no limit being put upon the number of shares which any one individual might hold. At first only one dollar per share was paid, but interest was only allowed when the full amount had been subscribed. The men were also permitted to draw against their

five dollars, and it sometimes happened that they would take it out and consequently have no share in the profits.

### Organization of the Work.

The \$1,200 advanced by Dr. Grenfell was on the understanding that the fishermen would also subscribe a certain amount. At one meeting \$80 were thus obtained. As soon as the required sum was raised a bank account was opened with the Bank of Montreal, three of the men being required to sign a cheque, when any money was to be paid out. The goods were sold for cash, the selling price being fixed generally by adding about ten per cent to the cost, though occasionally a little more was added on articles, such as tobacco, which were not considered necessities. Some losses were incurred at first, largely through lack of experience, but this has been corrected with time. One store began with \$800, and in six months had done \$4,000 worth of business. About one hundred families in all buy from these stores, and the system is one which commends itself generally. The manager of a store was at first paid  $2\frac{1}{2}$  per cent, and afterwards 5 per cent on the turn over. The store is only opened when the manager comes in from fishing, which constitutes his main occupation, or at certain times, when the people tell him what they are in need of.

### Effect on Prices.

The inducement that first led to the establishing of these stores was the fact that exorbitant charges were being made against the fishermen for the ordinary necessities of life, flour, for instance, being sold to them at \$7.50 per barrel, when it could be obtained at \$3.50 in larger commercial centres. The co-operative stores have accordingly brought about great reductions in prices, the saving effected in some cases being as much as fifty per cent. Salt, for instance, which before their establishment was sold for \$2.50 per barrel, is now sold for \$1.60, and on the French shore for \$1.50.

The stores purchase all such commodities as are usually demanded by fishermen and their families, viz., salt, flour, molasses, pork, oilskin clothes and other similar necessities. The commodities are sold to the community generally, and at the end of the year the profits are divided in proportion to the number of shares held.

### The Co-operative Schooner.

An important auxiliary in connection with the work of the stores is a co-operative schooner, known as the *Co-operator*, of seventy-five tons, which carries the goods required for distribution. The vessel was built in Labrador, Dr. Grenfell providing the nails, hardware and sails, and the fishermen of the locality giving their labour during the winter season. Shares in the schooner were subsequently issued to Dr. Grenfell and to those who built it according to a previously arranged agreement. The profits of the ship are derived from freight charges paid by the various stores supplied, the five sailors who man the schooner being paid ordinary board and wages as regular employees. \$4,000 were spent for equipment repairing, wages and running expenses, and in the two years that have lapsed since the schooner was built, \$2,700 have been earned. In a couple more years it is expected the whole amount expended will have been returned. A schooner is being built this winter for the same service.

### Co-operative Lumber Mills.

In order to keep the men occupied during the winter, when there was no fishing, a lumber mill has been erected, Dr. Grenfell having obtained from the Newfoundland government permission to cut timber on certain lands. The venture so far has not been very successful financially, owing to the inexperience of the men in the industry, and the use of English, instead of American machinery. About 10,000 logs, however, were sawn last year, and, after certain improvements which are contemplated are made, the mill will probably do much better in the future.

### General Results.

The co-operative stores have, on the whole, been productive of much good. They have relieved the people from dependence on merchants who were accustomed to charge extravagant prices for their goods, and they have been the means of training the minds of those interested in their success by teaching them how to conduct small business undertakings. With cheaper goods the standard of living among the fishermen has also naturally been raised, as they are now enabled to buy more out of their earnings. The stores have thus been the means of helping the people to make a considerable advance in their mode of living, and the future progress and development of the movement will accordingly be watched with very general and considerable interest.

## INTERVENTION OF THE DEPARTMENT OF LABOUR IN RE WAGES CLAIMS OF EMPLOYEES OF THE QUEBEC SOUTHERN RAILWAY CO.

ON January 20 the employees of the Southern Division of the Quebec Southern Railway quit work because of the non-receipt by that date of wages owing them on account of services performed and work done during the previous month. For some time the employees of this road had experienced difficulty in securing their payments regularly, a period of from one to two months having, on occasions, elapsed

before amounts owing them on account of wages had been paid. Two or three times notices were served on the company that unless payment of their services was regularly made, the employees would cease working. The last of these notices was sent to the president of the company on November 24 last. It was signed by the employees affected, including locomotive engineers and firemen, conductors, tele-

graphers, brakemen, maintenance-of-way men, and others, about 130 employees in all being concerned. This notice was as follows:—

ST. HYACINTHE, Nov. 24, 1902.

To the Quebec Southern Railway Co.,

In the person of its President Mr. H. A. Hodge,  
Montreal, Que.

DEAR SIR,—In consideration of the fact that wages due us for the month of September have not yet been paid, we, the undersigned, employees of the Quebec Southern Railway, must respectfully insist upon payment of same, inside of twenty-four hours after the reception of this letter, and in case of our just request being ignored, we hereby serve notice to the Quebec Southern Railway, that we shall individually and collectively refuse to work until such time as the matter at issue has been satisfactorily adjusted and until an agreement on the part of the company has been signed to the effect that the 20th of each month will be considered as the extreme limit of time to which the payment of wages for the preceding month can be delayed.

Trusting this ultimatum will not be considered on our part as a desire to be unpleasant to any officer of the company, but as a necessity to insure our and our families' financial welfare.

We remain, respectfully yours.

(Signed by Employees.)

To this communication no written acknowledgment was given. A verbal acknowledgment of the receipt of the communication was received from an officer of the company in conference with certain of the employees a day or two before the men stopped work, when they were verbally assured that their wages would be paid as soon after the 20th as possible, on or before the 24th of the month being given as the time at which payment would be made. No written acknowledgment to this effect having been given, however, and payment not having been made on the 20th of the month, all of the employees of the Southern Division stopped work on that date.

### Intervention of Department of Labour.

After having been out of employment for about three weeks the employees of the railway in question made application to the Department of Labour for its intervention, under the Conciliation Act, 1900, with a view to having the department lend its friendly offices in bringing about a settlement of their claims against the company. On February 13, accordingly, Mr. King, the Deputy Minister of Labour, visited St.

Hyacinthe in order to ascertain the facts bearing on the situation and the then position of affairs. In conversation with an agent of the company he learned that the company did not dispute the claim of its employees, but that no assurance could be definitely given as to the time at which payment of these claims would be satisfactorily made. Through inquiries from a committee of the employees and other sources he ascertained that the stoppage of work by the employees on January 20 had led to a total cessation of operations by the company along its line of railway, extending from Sorel to Noyan Junction, a distance of about eighty miles in the province of Quebec, and that as a consequence of this cessation of operations twenty or more important localities, which had stations along this railway, and others dependent on them, had been deprived of railway transportation service. Not only had merchandize and other goods not been shipped or received, but car-loads of hay and other commodities, which, previous to the stoppage of work, had been loaded ready for shipment, had since that time been left stationary and unmoved from the places of loading. Much embarrassment had been occasioned from the inability of people to move from one locality to the other, the non-receipt of mails, and other difficulties certain to arise over any area, similarly circumstanced, depending for its means of communication on one particular route.

Apart from the embarrassment to trade and commerce the labour market had in other ways been seriously affected. For example, at one or two important stone works along the route workmen had been thrown out of employment, owing to the inability of their employers to secure stone from their quarries not far distant, the works having come to be dependent upon the railway for the supply of raw material from the quarries. Most of the employees who had stopped work were married men, several of them with large families, and to these immediately, as to many others, considerable distress had come in consequence of the cessation of employment.

### Correspondence with the Compnay.

On his return to Ottawa on the day following, the deputy minister submitted his report on the situation to the Hon. Sir William Mulock, Minister of Labour. On the same day the minister sent a communication to the president of the railway at Montreal, of which the following is a copy:

DEPARTMENT OF LABOUR, CANADA,

OTTAWA, Feb. 14, 1903.

DEAR SIR,—The employees of the Quebec Southern Railway, who, on the 20th ultimo stopped work because of the non-receipt of wages due, and who up to the present time have not received payment of the amounts owing them, have made application to the government under the Conciliation Act, 1900, for its intervention with a view to the bringing about of a settlement of their claims against your company.

I understand from investigations made by my Deputy, Mr. King, that the company does not dispute the claims of its employees but that in fact it intends to make payment of the amounts due. If this is the intention of your company, I would be obliged if you would inform me immediately of the date at which the employees may expect to have their claims settled, but if the company for any reason does not intend to make an immediate settlement, would you kindly inform me of the reason, that the parties affected may be acquainted with the exact position of affairs.

My Deputy further informs me that much inconvenience and hardship, as well as considerable actual loss, is being experienced daily by farmers, merchants, employers and employees as well as to the general public, in the towns and villages through which your railway passes in consequence of its operations being completely suspended, and that redress of some kind is most urgent. I will be obliged if you will let me know whether it is the intention of your company to resume operations, and if so, at what date; also, if it is not the intention to resume operations immediately, whether steps will be taken towards affording temporary relief to parties whose business interests are suffering severely in consequence of the present cessation of operations.

Yours sincerely,

(Sgd.) W. MULOCK,

H. A. HODGE, Esq., Minister of Labour.  
President Quebec Southern Ry. Company,  
Windsor Hotel,  
Montreal, Que.

### The Company's Reply.

To the above communication from the Minister of Labour the following reply was received on February 19 from the president of the company:—

QUEBEC SOUTHERN RAILWAY COMPANY,

Office of the President,  
26 St. Sacramento Street,

H. A. HODGE, MONTREAL, Feb. 17, 1903.  
President.

DEAR SIR,—Upon my return from an absence of several weeks I find your letter of the 14th

instant with reference to the situation on the Southern Division of the Quebec Southern Railway.

I do not know whether you are informed as to the claims made by the employees of the Southern Division, or the reasons leading thereto. I will state, therefore, as presented they were in form an ultimatum:

First.—That the Quebec Southern Railway Company must enter into a signed agreement whereby the wages for each month shall be paid on or before the 20th of the month next following.

Second.—That an advance in wages of from fifty to one hundred per cent be allowed said employees.

As to the first demand, previously we have made every effort to pay on the day mentioned, even to the extent of running special trains to do so, but it has not always been convenient for us to do so, owing to the difficulties attending the reorganization and consolidation of the railways now known under the name of the Quebec Southern; and we question the propriety of asking from this company an agreement as to principle not customary with other roads.

On January 20 I was in New York, but our Vice-President with our employees advised them that payment of wages would be made on or before the 24th, but they left the service of the company on the night of the 20th regardless of this assurance.

As to the second demand it is, in view of the circumstances, an impossible one to admit or consider. The earnings of the railway under the conditions forced upon us were absolutely inadequate. As for the reasons leading up to the arbitrary and summary action of the employees, I can only say that they are not such as to admit of discussion by correspondence; I shall be pleased, however, to go into the feature of the case with you or your representative at any time.

Replying to your query as to whether we expect to re-open the line, and if so at what precise date, I will say that it is surely our intention to re-establish regular service, and I had hoped to do so early this week. In any event negotiations are progressing which I think will enable a resumption of business within a very short time. It is with us cause for regret that this interruption should have occurred, but with the difficulties and opposition over which I have no control, it seems to have been a natural sequence.

On general principles we believe in paying good wages to all employees, and since our taking up of the roads making up the Quebec Southern slight advances have been made, although, together with the necessary improvements, the operations of the line represents a large personal contribution by my associates and myself, as the reports submitted to the Railway Department will show.

Very truly yours,

SIR WILLIAM MULOCK, (Sgd.) H. A. HODGE.  
Minister of Labour,  
Ottawa, Ont.

### Further Correspondence.

Further correspondence passed between the Department of Labour and the President of the Quebec Southern Railway Company on the same subject prior to the end of the month, but without materially alter-

ing the situation. A second communication received from the President of the Quebec Southern repeated the promise to open the line without much further delay, but without definitely stating the date at which this would be done. A request for an interview with a representative of the department was also made, and to this a reply was sent on the last day of the month stating that this interview would be granted at the company's convenience on receipt of a telegraphic communication naming a particular date.

In accordance with the intention mentioned in the communication of the Minister to the President of the railway, a copy of the reply of the latter to the Minister's letter was sent to the committee of the company's employees conducting the negotiations on their behalf. The position of the employees in regard to the communication from the president of the railway may be seen from the following letter received by the department from a member of the employees' committee.

ST. HYACINTHE, QUE., Feb. 21, 1903.

DEAR SIR,—Your esteemed favour of the 19th inst. duly received, and I beg to thank you heartily for the information given therein.

I also wish to express the gratitude felt by all the employees of the Quebec Southern Railway, and myself, towards Mr. W. L. Mackenzie King and yourself for the kindness which

prompted the investigation now made by the Department of Labour, in our behalf.

I have read with some surprise the reply made by the President of the Quebec Southern Railway to letter of the 14th, but outside of the declaration which I made personally to the Deputy Minister of Labour, I have no comment to make except that I will call your attention to the true copy of the original ultimatum sent Mr. Hodge by the representative of the employees (which Mr. Mackenzie King holds), and you will readily see that the President has either been wrongly informed or has willingly misrepresented facts in bringing forth the schedule question as a cause of the strike, for it has really nothing to do with it, and the causes as stated by my co-workers and myself to Mr. Mackenzie King are the only true and genuine.

Again thanking you for your kind disposition to serve our cause, I am, with the highest consideration,

Very truly yours.

(Sgd.) P. H. HEBERT.

MR. R. H. COATS,  
Acting Deputy Minister of Labour,  
Ottawa, Ont.

### An Action Brought.

In addition to the situation as outlined in the above correspondence it should be mentioned that action was taken in the local courts during February by eight employees of the company. A detailed account was requested by the company from each of the employees bringing suit of the number of days and hours' work performed in the service of the company, the class of work in question, with other particulars. Judgment was still pending at the close of the month.

## THE COAL SITUATION IN CANADA DURING THE MONTH OF FEBRUARY.

IN the present article the series of special reports prepared by the Department of Labour in relation to conditions in Canada arising out of the strike of miners in the anthracite regions of Pennsylvania during 1902, is continued, and is devoted to a summary of the leading developments of the situation as reported during the month of February. The information presented was obtained, as in the previous articles, almost wholly from three sources, viz.: the correspondents of the *Labour Gazette*, the daily press of the Dominion, and the Department of Customs, Ottawa. The same series of headings under which the facts were pre-

viously arranged has also been retained, reference being made to (1st) the fuel supply received during February; (2nd) price movements; (3rd) the transportation problem; (4th) municipal action; and (5th) the outlook for the balance of the winter season.

### General Summary of the Situation.

On the whole public anxiety as to the further continuance of the fuel famine in Canada may be regarded as having practically come to an end during the month of February. There were instances, of course, still to be found in which a stringency pre-

vailed to a greater or less degree, and a few cases were reported of serious interruptions to industry caused by a shortage of fuel. At Woodstock, Ont., in particular, the electric light company of the place found it necessary to shorten the hours of street lighting owing to lack of coal, and one or two factories in the same place, and in Hamilton, Ont., were also considerably embarrassed. There was also a marked shortage experienced at Sherbrooke, Que., and the severe weather of the month on Prince Edward Island caused general anxiety in that province, owing to the small supply which the early closing of navigation made it possible to secure. In the large industrial centres, however, of Halifax, N.S., St. John, N.B., Quebec, Que., St. Hyacinthe, Que., Montreal, Que., Hull, Que., Ottawa, Ont., Kingston, Ont., Toronto, Ont., London, Ont., and Winnipeg, Man., no serious embarrassment of the kind was reported. In western Canada generally, also, conditions may be considered to have regained their normal. The general opinion, further, that the question of the fuel supply for the balance of the present season is no longer cause for anxiety, was evidenced in particular by the almost universal discontent with the high level which prices of coal, in spite of very general and material reductions, still maintained at the end of the month. The sending up for trial, at the spring assizes, of the President of the Ontario Coal Association for alleged improper combination in restraint of trade is referred to elsewhere in the present issue of the *Gazette*; and in various cities, more particularly in Quebec, Ottawa and Toronto, very widespread discontent with the action of the dealers in relation to fuel prices was expressed, a committee having been named by the city council of Ottawa to investigate the whole question of prices in that city. A particularly promising feature at the end of the month was the facility with which the Canadian railway companies were meeting the demands for fuel transportation. Thus the great majority of the correspondents of the *Labour Gazette* were able to report that the

transportation problem was now playing only a minor part in the situation for their several localities. St. Hyacinthe, Que., suffered slightly, and the city of Stratford, Ont., was not able to secure a full coal supply, owing to scarcity of cars between the mines and Buffalo. A slight shortage of cars for purposes of wood haulage was also reported at Guelph. In the other Canadian cities, however, no difficulty was reported, and, in consequence, the special heading devoted to the transportation difficulty in previous articles of the present series, has been omitted below. In the west also the general situation has so far improved as not to require future reference. Further particulars as to the general situation and outlook may be learned from the following more detailed statements derived from the sources of information above referred to.

#### Coal Supply Received during February.

The subjoined table, which the *Labour Gazette* is enabled to publish through the courtesy of the Department of Customs, will show at a glance the quantities of bituminous and anthracite product entered for consumption in Canada from the United States in February. Though the figures are unrevised, and although the Canadian market is not entirely dependent on the United States, the table on the whole may be regarded as furnishing a fairly complete body of information on the subject. The following brief digest of reports received from the correspondents of the *Labour Gazette* on the subject may, however, be added as illustrating local phases of the situation.

*Maritime Provinces.*—The quantity of coal received at Halifax, N.S., was fully equal to the demand, in some cases exceeding the same. No coal of any kind, however, was received in Prince Edward Island. In St. John, N.B., some 2,646 tons of Scotch and American anthracite were received, and about 14,000 tons of bituminous.

*Quebec.*—From 2,000 to 3,000 tons of coal were received in Quebec city, together with

STATEMENT (by Ports) showing the Quantity in Tons of Bituminous Coal and Anthracite Coal Imported into the Dominion of Canada, during the month of February, 1903.

Ports.	Bituminous Coal.	Anthracite Coal.	Ports.	Bituminous Coal.	Anthracite Coal.
	Quantity.	Quantity.		Quantity.	Quantity.
<i>Ontario.</i>	Tons.	Tons.		Tons.	Tons.
Amherstburg .....	396	110	<i>Quebec—Con.</i>		
Belleville .....	429	220	St. Armand .....	195	19
Berlin .....	2,784	1,954	St. Johns .....		10,731
Bowmanville .....	159	644	Sherbrooke .....	20	
Brantford .....	3,108	3,966	Stanstead .....	18	214
Brockville .....	550	563	Valleyfield .....	25	179
Chatham .....	2,785	2,052		2,346	33,293
Cobourg .....	627	609			
Collingwood .....	160	187	<i>Nova Scotia.</i>		
Cornwall .....	301	736	Halifax .....		1,418
Deseronto .....	3,501	313	Lunenburg .....		294
Fort Erie .....	73,745	2,000			1,712
Galt .....	2,234	1,963			
Gananoque .....	106	476	<i>New Brunswick.</i>		
Goderich .....	655	1,731	Fredericton .....	116	
Guelph .....	2,641	2,949	St. John .....	50	3,747
Hamilton .....	10,129	9,751	St. Stephen .....	23	427
Hope .....	255	657		189	4,174
Ingersoll .....	971	495			
Kingston .....		119	<i>Manitoba.</i>		
Lindsay .....	538	384	Winnipeg .....	6,573	2
London .....	2,180	11,002			
Midland .....	8	32	<i>British Columbia.</i>		
Morrisburg .....		251	Grand Forks .....	50	
Napanee .....		143	Nanaimo .....	11	
Niagara Falls .....	2,385	5,030	Nelson .....	97	
Oshawa .....	1,316	225	Rossland .....	25	
Ottawa .....	1,175	8,535	Vancouver .....	477	
Owen Sound .....	173	490	Victoria .....	266	
Paris .....	553	605		926	
Parry Sound .....					
Peterboro .....	1,188	702	<i>Yukon.</i>		
Pictou .....		41	White Horse .....	2	
Prescott .....	2,462	5,832			
Rat Portage .....			<i>Total</i> .....	254,147	174,176
St. Catharines .....	2,199	4,224			
St. Thomas .....	1,167	2,150	<i>RECAPITULATION.</i>		
Sarnia .....	46,423	2,481	Ontario .....	233,609	135,017
Sault Ste. Marie .....	3,491		Quebec .....	2,346	33,293
Simcoe .....	193	1,151	Nova Scotia .....		1,712
Stratford .....	4,724	3,158	New Brunswick .....	189	4,174
Toronto .....	40,662	52,802	Manitoba .....	6,573	2
Trenton .....	1,524	218	British Columbia .....	926	
Wallaceburg .....	38	55	Yukon .....	2	
Whitby .....	195	333			
Windsor .....	14,070	1,390	<i>Total</i> .....	243,645	174,198
Woodstock .....	1,419	2,288			
	233,609	135,017			
<i>Quebec.</i>					
Cookshire .....	20				
Hemmingford .....	253	702			
Montreal .....	1,815	18,815			
Quebec .....		2,616			
Rimouski .....		17			

a daily supply of wood. Shipments from Quebec were made to Montreal during the month. Five car-loads of anthracite arrived at Three Rivers. In Sherbrooke the sup-

ply of both soft and hard coal was very limited, and customers could only be supplied in small quantities. There was a sufficiency of wood, however, and the supply of

Welsh coal received found a ready sale and gave general satisfaction. Some 280 tons of anthracite and 600 tons of soft coal were received at St. Hyacinthe, Que., five carloads of wood having also arrived. In Montreal it is estimated that during February from 800 to 1,200 tons of coal arrived daily in the city by rail, together with a considerable quantity of wood. The supply in Hull was still very limited.

*Ontario.*—Ottawa dealers had no difficulty in supplying customers during February. No coal was received at Kingston, however, though about 500 tons were obtained by Belleville dealers. In Toronto, coal was freely received, though at the beginning of February there was a shortage of over 160,000 tons of anthracite this year as compared with last, and an increase of over 170,000 tons in receipts of bituminous. About 3,000 tons of anthracite arrived at Hamilton, but bituminous was very scarce and the iron and steel works were compelled in consequence to shut down for two weeks. Large shipments of anthracite reached Brantford, and it is estimated that the city has now sufficient for the rest of the winter. Similarly at Guelph the supply has more than met the demand. Although orders for hard coal were not satisfactorily filled at Stratford, there was sufficient for immediate wants, and good hard wood was plentiful. Some 13,200 tons of anthracite and 4,000 tons of bituminous, together with a plentiful supply of wood, were received at London between January 19 and February 19. At St. Thomas ample coal for all present requirements was received. At Chatham fuel receipts were: anthracite, 2,000 tons; bituminous, 1,500 tons; wood, 500 cords. The market at Windsor greatly eased during the month and no further difficulty is now anticipated.

#### Price Movements during February.

*Maritime Provinces.*—Prices on the whole were downward throughout the month, anthracite dropping at Halifax from \$11 to \$7.50 per ton. At Charlottetown, however, no variation in price was reported. In St. John soft coal remained at \$7.50 per

chaldron, though there were instances of sales made at \$6.80 per chaldron, Scotch anthracite was selling at \$9.50 per ton, and the American variety, on account of the scarcity, retailed at \$11 per ton.

*Quebec.*—In Quebec city American soft coal sold at \$7.50 per ton, while birch wood brought, on an average, \$6 per cord. Anthracite ranged from \$11.75 to \$16, according to quality, and dealers dropped to \$10 before the end of the month. Nine dollars per ton was charged at Three Rivers for anthracite. The price in Sherbrooke, however, rose from \$7.75 to \$9 for anthracite in February, with no prospect of a reduction for some time to come; wood varied from \$4.50 to \$5.25 per cord. Hard coal remained steady at \$10 per ton in St. Hyacinthe. In Montreal from \$7.50 to \$8.50 was asked for hard coal, \$7 to \$8 for soft coal, \$8 to \$9 per cord for maple wood, with a general tendency towards a lower level of prices. Coal in Hull sold at \$8.50 per ton, though wood showed a decrease of 50 cents per cord during the month, and at the end of February sold at \$5.50 for the best quality.

*Ontario.*—Prices remained unchanged from January at Ottawa and Kingston. From \$8 to \$8.50 per ton was the prevailing price for hard coal in Belleville. Anthracite sold at \$8 per ton and soft coal at \$7 in Toronto, with further reductions anticipated. At Hamilton from \$8 to \$10 for anthracite and from \$6 to \$8 for bituminous, according to quality, was charged. In Brantford, about February 12, prices fell from \$9 to \$8 per ton for hard coal, soft coal for domestic purposes remaining unchanged at \$8, though bituminous, for steam purposes, fell about \$1.50 per ton. Hardwood remained practically the same at \$9 per cord. At Guelph, hard coal dropped from \$12 to \$8.50 per ton. Soft coal was quoted at from \$6 for steam coal to \$8 for stove size. Wood remained unchanged. The price of anthracite remained steady at Stratford during February at \$8 per ton, \$7.25 being asked for bituminous, and hard maple bringing

\$3 per cord. At London hard coal dropped from \$10 and \$12 per ton down to \$8 ; wood prices remained stationary. Prices in St. Thomas remained without change. At Chatham, anthracite fell from \$8.50 to \$7.50 per ton, while bituminous remained steady at \$7.50. Hardwood brought \$7 per cord, and softwood \$5 per cord. At Windsor prices were practically unchanged from last month.

### Municipal Action.

The instances of municipal action reported to the department during the month of February were few in number, and were, without exception, in the way of carrying out policies undertaken by the towns or cities in question at an earlier stage of the situation. No action of the kind was reported from the Maritime Provinces, and in the Province of Quebec likewise no development of importance under this heading took place. The municipal coal yards at Toronto, Ont., were still in operation at the end of the month, but the number had been reduced to two, one being in the eastern and one in the western section of the city. The civic authorities were making no fresh purchases and were maintaining strict secrecy as to the stock still on hand or available. The question as to whether the system of municipal distribution will be continued is being generally discussed in Toronto, and is held to depend largely on the action of the legislature with regard to the authorization of municipalities to supply fuel. Anthracite was sold at the municipal yards in Toronto at the same price as that asked by dealers, namely, \$8 per ton ; Welsh coal also brought the same price, and hardwood \$8 per cord. The Hamilton city council continued to sell soft coal at \$6, and wood at \$5.75 per cord. A committee of the council met the coal dealers who have a claim against the city for breach of contract when it was decided that the municipality would defend the suit. Over 700 tons of soft coal have thus far been sent out from the municipal yards at Hamilton and the city council has passed a resolution advising

the municipality to enter the fuel business if the necessary legislation can be secured. Over 500 orders were filled from the municipal yards at Brantford during the month and at London the city continues to sell both coal and wood. The city council of Windsor installed a cutting machine in the municipal wood yard. This wood sold at \$9 per cord for No. 1 and \$5 for No. 2. Some 300 to 400 cords of this supply were still available at the close of the month.

### The Outlook.

*Maritime Provinces.*—At Halifax, N.S., the outlook for the balance of the season is bright, there being no indication at the end of the month that any further stringency will be experienced. The change from January in this respect is thus very marked. In Charlottetown, P.E.I., and throughout that island the prospect is much more serious, the severe weather of the month having made heavy inroads on the short supply with which the season was begun owing to the early closing of navigation. In St. John, on the other hand, no anxiety is felt, as the majority of the citizens have secured a supply of coal sufficient to last with care for the balance of the season.

*Quebec.*—No anxiety is felt in Quebec city, and in Sherbrooke also it is thought that the situation will have regained its normal position before the close of March. Similarly in St. Hyacinthe the outlook is hopeful, and in Montreal a still more abundant supply, together with further reductions in price, are expected in the near future. At Hull, in spite of the failure of the operators to redeem their promises thus far, no trouble is anticipated for the immediate future.

*Ontario.*—In Ottawa the supply of coal is now quite adequate with good prospects of remaining so. Kingston dealers, however, anticipate scarcity for the balance of the season, though at Belleville all danger of a famine is considered at an end. In Toronto likewise the stringency in the situation is considered over, and, with the exception of the fact that the supplies re-

ceived are more rapidly distributed, the general situation may be considered normal. At Hamilton also the outlook for the balance of the season is considered hopeful. At Brantford no trouble is anticipated. A decline in prices is expected to follow shortly at Guelph, and at Strat-

ford, London, St. Thomas, Chatham and Windsor the worst is now regarded as over. A proposal to drill for natural gas in the township of Raleigh, to be used for domestic purposes in Chatham, is regarded as a still further alleviating feature in that city.

## INQUIRY INTO ALLEGED COMBINE OF COAL DEALERS AT BRANTFORD, ONT.

THE action begun before the police magistrate at Brantford on Tuesday, January 29, by the Mechanics' Fuel Company of that city, against the Ontario Coal Association, for alleged conspiracy to lessen competition in the purchase and sale of coal, was brought to a conclusion during the past month, when, as a result of the investigation, the President of the Association in question was committed for trial at the coming spring assizes. The action ultimately arose in consequence of a provision in the constitution of the Ontario Coal Association whereby its members were bound to discriminate against wholesale coal dealers or mine proprietors who might supply coal to companies whose paid-up shares amounted to less than \$50 per share. The complaint of the Mechanics' Fuel Company of Brantford, the shares of which were issued at \$5, was that the practical effect of this by-law of the association had been to render it impossible for the company to continue in business or to obtain anything approaching fair competitive conditions from the companies which were members of the association. The information was sworn against the president and other members of the executive of the association under the subsections of the Criminal Code which impose a severe penalty upon any person or corporation combining to unduly prevent or lessen competition in the production, transportation or sale of any commodity which is a subject of trade or commerce.\*

### The Inquiry Resumed.

The taking of evidence, begun in January, was resumed on Wednesday, February 4, when a number of witnesses were examined and gave evidence of considerable importance. It was sworn by one witness that a local dealer had informed him that shipments of coal into Brantford by certain Buffalo retailers had been stopped, presumably by the action of the association. A local coal dealer, a member of the Ontario Coal Association, stated, however, that there were no fixed prices on coal, and that coal prices in Brantford were not controlled by any combination on the part of the local dealers. The witness admitted the fact that a meeting of local dealers had been held in the office of the President of the Ontario Coal Association in the fall of last year, but could not recollect what business had been transacted. He remembered, however, that it had been decided to issue a tender for public contracts to supply coal for local public institutions, and that it was arranged that the witness was to secure the contract for supplying coal to the hospital, the other dealers agreeing either not to tender at all or to tender at a higher price than his. Another witness, who had recently sold his coal business in Brantford, stated that a price was locally set for coal, and that he was once called to account by the President of the Ontario Coal Association for cutting prices. Copies of letters which passed between the President of the Association and the General Manager of the T. H. & B. Railway, were also read to the court, the action of the railway in selling a car of coal to a local manufacturing company being complained of by the president on the

(\*) In the February *Labour Gazette* a report of the evidence taken before the Police Magistrate of Brantford, on January 27 and 29, was published and in conjunction with the present article forms a complete report on this preliminary hearing of the case.

ground that it was not fair that the railway company should enter into competition with the regular Brantford coal dealers. To this the manager of the railway replied that he had been informed by the company applying to him for fuel that there was great scarcity of coal in Brantford, and he had, therefore, sent one car to the company, having more than he needed for the railway's own use. A second letter from the President of the Ontario Coal Association stated that the railway company's explanation of the sale would be more satisfactory if it undertook to refuse to fill any further orders of the kind. A paragraph in the letter stated that the association had shippers all over the province, and that when shipments were made in an irregular way they were reported to the members together with full particulars concerning the same. No evidence in defence was offered by the Ontario Coal Association and with the

summary of the case by counsel the hearing was concluded.

### Committed for Trial.

In commenting on the case the magistrate stated that in his opinion the question was not so much one of the prices demanded in Brantford, or of the right of dealers to say with whom they should trade, but of the treatment of the Mechanics' Fuel Company by the Ontario Coal Association under the by-law of the latter body restricting the membership to those companies whose paid-up shares were \$50 or over. The existence of the combine, he stated, had been clearly shown, as was also the fact that an attempt on the part of a local dealer to join the association had been refused, though the dealer had paid a fee in that connection to the president. On the whole the magistrate decided that the plaintiff had established a *prima facie* case, and he therefore committed the President of the Association for trial.

### NIAGARA POWER CONFERENCE AT BERLIN.

A MEETING of some industrial importance was that of representatives from various municipalities of western Ontario held at Berlin, Ont., on Tuesday, February 17, for the purpose of discussing the best means of obtaining cheap electrical power from Niagara Falls for use in the neighbouring manufacturing centres of Ontario. The conference had its origin in a meeting which took place last summer in Berlin, when an organization was formed, bearing the name of the Western Manufacturers' Association, and having representatives from all the chief manufacturing towns of western Ontario. Mr. E. W. B. Snider, of St. Jacob's, and Mr. D. B. Detweiler, were elected respectively chairman and secretary, and acted as a special committee to organize and obtain information. A second meeting was held in October in Galt, when a committee was appointed to ascertain the cost of transmitting power from Niagara Falls to the various towns and the best means of doing so. The object

of the convention held during the past month was to receive the report of this committee and to devise some common course of action. In addition to those who had been present at the previous meetings, the mayors of the different municipalities were invited to attend. Representatives from several boards of trade and from the Canadian Manufacturers' Association, of Toronto, were also at the meeting.

### Report of the Committee.

In their report the committee stated that the members believed they were justified in assuming that electrical power could be obtained, if taken in large quantities, at a price of about \$7 to \$8 per h.p. per annum delivered at Niagara Falls, or from \$14 to \$15 per h.p. delivered to the various municipalities. In order to secure electrical power at this rate, the committee recommended that the municipalities interested should take prompt action to obtain from the legislature powers enabling them to

carry on the work of developing and transmitting electrical energy, and selling it to the consumers, though it might not be advisable to undertake more than the selling of it at the present time. If this plan were adopted and the proper authority obtained, it would be necessary to devise means to protect the interests of the various municipalities and to prevent the cutting of rates. Should the required legislation be withheld, however, the committee recommended that the consumers unite and buy the power in quantity from one of the existing companies, retailing it to themselves at cost price, on the co-operative plan.

### **Action of the Meeting.**

The report was adopted with a few minor changes, and a committee was appointed to secure the legislation in question. A resolution was carried urging the government of Ontario either to build and operate, as a public work, lines for the transmission of electricity from Niagara Falls to the towns and cities of western Ontario, or to grant permission to do so to the present Niagara Falls Park Commissioners, empowering them to issue debentures for the purpose, guaranteed by the province, and to be paid out of the receipts from the sale of electrical energy. A motion was also unanimously carried to the effect that the government be asked to refrain from giving any more franchises to private individuals in connection with power at Niagara Falls.

### **Attitude of the Provincial Government.**

On Friday, February 27, a deputation composed of members of the committee on legislation, which was appointed at the Berlin conference, presented to the government the recommendations which had been passed at that meeting. In reply the Premier stated that a bill was being prepared which would empower the municipalities to develop, transmit and distribute electric energy, the control of this work to be vested in a commission appointed by the municipalities themselves. Experts have been instructed to make a report on the extent of power available at Niagara Falls and the

cost of transmission to the various industrial centres.

### **Canadian Electrical Power Companies of Niagara.**

As the whole object of the Berlin conference was to guard against exorbitant charges being made by private corporations, it is worth while to note the companies that at present enjoy the powers of developing electrical energy at Niagara Falls. The three that hold franchises there are the Canadian Niagara Power Company, the Ontario Power Company, and the Toronto and Niagara Power Company. The first company, which is practically identical with the Niagara Falls Power Company, whose works are on the United States side of the river, has let nearly all its contracts, and has made some progress in the work of excavation and construction. In the wheel pit there will be ten turbines, of ten thousand horse power each, making a total of one hundred thousand horse power. The generators in the power station will be wound for 12,000 volts, and will make 250 revolutions per minute. They will be about nineteen feet in diameter. It is proposed to transmit a portion of the current generated to Toronto, for which purpose the voltage will be increased by step-up transformers to from 22,000 to 60,000 volts. The other companies also intend to develop 100,000 horse power. The Ontario Power Company has begun the work of excavating the site of its power station, which will be situated a few hundred feet from the Horse-shoe Falls. It has also built a wing dam in the river above Dufferin Islands, nearly 800 feet long. The Toronto and Niagara Power Company has not yet commenced operations.

### **Meeting at Galt.**

A public meeting was held in Galt on February 25, to discuss the question of Niagara Falls power, when a resolution was passed to the effect that the development of the power should be undertaken by the government; failing that, that the municipalities should be allowed to join together to

develop and transmit this power, the government guaranteeing their bonds; or, if neither of these schemes were feasible, that franchises should be granted to all applicants who could comply with the govern-

ment terms, the franchises to be granted only on condition that the companies to which they were given should charge reasonable rates.

## THE AGRICULTURAL INDUSTRY IN NOVA SCOTIA.\*

**T**HOUGH agriculture in the province of Nova Scotia ranks second to fishing and mining in relative importance among the industries of the province, the scale on which its operations are conducted and the success obtained in certain of its branches renders this division one of considerable importance in any survey of the industry for the whole Dominion. As such, accordingly, the compact and extensive body of statistics in relation to the subject that has been published during the month of February by the Dominion Census, 1901, is of considerable interest.

As in previous bulletins of the same series the statistics have been presented under the two main headings of farms and lots, the former being composed of areas of five acres and over and the latter of less than that acreage. Uniformity of classification throughout Canada as a whole is therefore attained and the care and minuteness with which the report has been prepared make it an exceedingly valuable compendium of information for the industry and province in question.

### Agricultural Areas.

The total area of Nova Scotia above tide level is 13,713,771 acres, of which 230,100 are included under water surface. Of the land area 37.68 per cent is occupied as farms and lots, the average size of the former being 106.4 acres and of the latter 1.87 acres. There are 8,536 lots and 47,497

farms in Nova Scotia, of the former 81.8 per cent are of an acre or more, and of the latter 27.89 per cent are 11 to 50 acres, 29.97 per cent are from 51 to 100 acres and 23.31 per cent are from 101 to 200 acres. Of the farms 97.92 per cent is owned, while of the small area occupied as lots 93.92 per cent is thus held. Over 24 per cent of the farm lands are improved, and over 82 per cent of the lots. The non-improved lands of Nova Scotia consist of 2,844,813 acres in forest, and 975,880 acres in swamp, marsh, &c. Roughly speaking, 58 per cent is under field crops, 3.2 per cent in orchard and garden, and the rest in pasture. Forest plantations cover 113 acres and trees have been planted on an average of three for each farm and lot.

### Fruit Growing.

There are 34,240 acres under orchard in Nova Scotia, an increase of 9,179 acres since the census of 1891, and under vegetables and small fruits has also increased from 5,180 acres to 7,581 in the decade. There are 1,975,575 apple trees in the province; 10,497 peach trees; 56,100 pear trees; 172,445 plum trees; 62,036 cherry trees; 18,127 other fruit trees, and 8,295 grape vines. The yield of fruit in 1901 was 2,131,045 bushels; in 1891 it was 1,107,530. Apple trees, compared with the former census, show an increase of 96 per cent, peaches of 505 per cent, pears of 109 per cent, plums of 213 per cent, cherries of 122 per cent, and grapes of 64 per cent. Other fruit trees show a decrease of nearly 93 per cent.

### Field Crops.

Hay, oats, wheat and potatoes constitute the chief field crops of Nova Scotia, occupy-

(\*) In the issues of the *Labour Gazette* for January and February, 1903, at pages 562 and 616, respectively, reviews of the agricultural industry in Prince Edward Island and British Columbia, based on information contained in bulletins issued by the Census Department, were published and are of interest for purposes of comparison with the present article.

ing 75.93 per cent, 12.04 per cent, 2.24 per cent, and 5.13 per cent respectively of the whole area devoted to field culture in 1900. The census of 1891 gives the area of hay as 539,057 acres with a yield of 632,391 tons; the returns of the present census show an acreage of 554,371 in hay, with a yield of 658,330 tons. Wheat shows an increase of from 14,157 acres, with a yield of 165,806 bushels in 1890, to 16,334 acres, and a yield of 248,476 bushels in 1900. The aggregate area of land under crops in 1890, in Nova Scotia, is estimated not to exceed 723,720 acres, or 6,426 acres less than the area thus cultivated in 1900.

The following table shows the average yield per acre of the principal crops for the harvests of 1890 and 1900:—

	1900.	1890.
Wheat.. . . .bush.	15.21	11.71
Oats.. . . .“	25.77	16.57
Potatoes.. . . .“	113.31	115.81
Hay.... .tons	1.19	1.17

### Live Stock and Animal Products.

As compared with the census of 1891 there are increases in horses over three years old, and of poultry, but a decrease in all other classes of live stock in Nova Scotia. The averages in round numbers of live stock per farm are: horses 1, milch cows 3, other horned cattle 4, swine 1, and poultry of all kinds 15. Animal products show an increase in the number of cattle killed or sold for slaughter or export, and a decrease in the number of swine and sheep. The number of milch cows shows a decrease, although the production of home-made butter has greatly increased, the number of creameries having increased by 13 during the decade and their output by over 53,000 pounds. A production of 4,419,239 eggs is shown in the census, the value of which is estimated at \$543,108.

### Agricultural Values.

A total valuation of \$58,752,384 for lands and buildings; \$3,208,899 for implements and machinery; \$10,603,624 for live stock, and \$16,305,555 for crops and animal pro-

ducts of the census year are indicated in the bulletin. The total value of farm property is placed at \$70,394,695, of which the land represents 48.5 per cent, buildings 33.4 per cent, implements 4.45 per cent, and live stock 13.63 per cent. The average Nova Scotia farm, therefore, which consists of 106.63 acres, of which 26.19 per cent are improved, is valued at \$1,488, made up of \$1,219 for land and buildings, \$66 for implements and machinery, and \$203 for live stock. The total gross value of farm products for the census year was \$9,764,493 for crops, and \$5,846,290 for animal products. This makes an aggregate of \$328.67 in the year for the average farm, or 22.08 per cent on the investment. The proportional value of field crops on farm was 53.94 per cent, fruit and vegetables 8.54 per cent, live stock 9.02 per cent, dairy products 16.66 per cent, products of animals slaughtered on the farm 7.60 per cent, wool 1.18 per cent, and eggs, honey and sugar 3.06 per cent.

The following further statistics on the subject of agricultural values in Nova Scotia may be quoted verbatim from the bulletin:—

The average value of horses on farms per head is \$59.53; milch cows, \$21.26; other horned cattle, \$13.44; sheep, \$2.66; and swine, \$8.44; and the average value of horses per farm is \$69.14; milch cows, \$57.26; other horned cattle, \$49.19; sheep, \$15.60; swine, \$7.46; and poultry and bees, \$4.06.

In the value of dairy products is included the milk and cream sold to cheese, butter and milk condensing factories, amounting to \$111,255. There were in operation in the province during the census year 31 factories, of which 9 made cheese and butter, 16 made cheese only and 6 made butter only. The cheese product was 502,360 pounds, worth \$54,018, and the butter product 270,400 lbs., worth \$55,657, making a total value of \$109,675. In the former census year there were 14 cheese and two butter factories in the province and the total value of product was \$47,675. The increase in the value of factory dairy products from the year 1890 to the year 1900 in Nova Scotia was therefore \$62,000 or 130 per cent. But in the neighbouring province of Prince Edward Island the value of products rose in the same period from \$8,448 to \$566,824, or an increase of 6,600 per cent. The rent value of leased farms is 74 cents per acre, and the rate of wages for farm labour is \$5.26 per week, including board.

## CHANGES IN RATES OF WAGES AND HOURS OF LABOUR IN CANADA, FROM JANUARY 1, 1902, TO FEBRUARY 1, 1903.

IN connection with the unprecedented industrial prosperity which was the leading characteristic of the year 1902 throughout Canada, the most important feature, from the standpoint of labour, was the scale on which improved conditions in wages and hours of employment were granted to work-people. This was reported in almost every department of industry and from all sections of the Dominion, but more especially in the larger industrial centres of the central and eastern provinces. The movement in this direction began at an early date of the season, and in the June issue of the *Labour Gazette* an article appeared which was devoted to a review of the leading changes granted up to the beginning of the summer season. As the period in which re-arrangements of the wages scale are usually effected in Canada, was at that date nearly past, the department was able to present in the article in question a more or less comprehensive review of the movement for the entire season. A number of additional changes, however, have been reported since that date, and in view of the near approach of the season when the wage scales for 1903 will come up for readjustment, it has been thought of interest to devote the present article to a restatement of the more important changes effected during the balance of the season of 1902 and the opening month of the present year. A notice of the changes in wages and hours reported during the month of February will be found in the general summary article of the present issue of the *Gazette*. As in the article published in the June *Gazette*, it is not intended to present herewith an exhaustive statement of the various changes in wages and hours of labour effected in Canada during the period named, the particular instances cited being intended to furnish an index of conditions more or less generally prevalent in the locality and at the time to which they relate.

### Increases by Months.

With regard to the months in which the various changes referred to in the present article were effected by far the larger number fell under the heading of June, and are therefore to be regarded as belonging largely to the spring movement for higher rates of remuneration for labour. Thus in the *Labour Gazette* for July some 29 instances of increases in wages were reported as typical of the movement in the price of labour during the preceding month. Coal workers at Halifax, N.S., were restored from 25 cents to the earlier rate of 30 cents per hour; and farm labourers generally in Prince Edward Island received material increases during the same month. In New Brunswick ship labourers at St. John were granted a scale of 35 cents per hour, an increase of 5 cents; shingle sawers and bunchers were advanced to \$2 and \$1.80 per day respectively, while marble workers were also granted more favourable conditions. Granite cutters at St. George, in the same province, received a 10 per cent increase in wages, with a nine-hour working day. In Montreal, moulders in the employ of the Canadian Pacific Railway, and outside as well, were among those to receive substantial advances, while in Ottawa members of the same craft were granted a minimum scale of \$2.40 per day. Machinery men in the latter city were also granted 10 per cent immediate advance, with a minimum scale of \$2.25 per day, to go into effect after January 1, 1903. Ottawa printers and pressmen were advanced \$2 per week. In Toronto the street railway men were granted a more favourable schedule, while sheet metal workers were advanced  $2\frac{1}{2}$  cents an hour; and the minimum of 25 cents for iron workers was advanced from 25 to  $27\frac{1}{2}$  cents per hour. Unskilled labourers in the employ of the municipality were also advanced to 20 cents per hour, while electrical workers and linemen received improved wage conditions. At Brantford corporation labourers were granted a reduc-

tion of one hour per day and a half holiday per week. A reduction of three hours in the week was also granted to carpenters in London in June. Carpet weavers at Guelph received a new graded wage scale representing an average improvement of 10 per cent. In Manitoba and the Northwest Territories farm labourers in general received higher wages than were paid before in any season, and carpenters, machinists, boilermakers and blacksmiths in the employ of the Canadian Pacific Railway at Winnipeg received advances ranging from 2 to 3 cents per hour. In British Columbia, Canadian Pacific Railway freight handlers and common labourers were among the classes which benefited by an increase of wages in general. Very material increases were also granted by the railway companies during June in various sections of Canada, Grand Trunk Railway telegraphists and yardmen and Canadian Pacific Railway trackmen being prominent examples.

### July Changes.

*July* falls considerably below the record for June in numbers of increases granted to workpeople, only 12 typical instances of changed wages conditions being reported in the *Labour Gazette* covering the month in question. In Montreal the street railway employees were granted an increase of 10 per cent. In Hull, on the other hand, civic employees were reduced in wages by a like per centage. In Three Rivers labourers, however, were advanced to 20 cents for the first hour and 15 and 12½ for subsequent hours. Stove mounters at Hamilton received an increase of 25 cents a day in July, and bricklayers, masons and labourers in Kingston were also advanced. M. C. R. iron workers at St. Thomas were advanced 10 per cent during July, and the street railway employees and carpenters of Winnipeg were also among those who benefited by wages changes in that month. Common labour in the Yukon Territory reported difficult conditions of employment in July. Retail clerks throughout the Domin-

ion received the usual weekly half holiday throughout July and August.

### August Changes.

During the month of *August* the following classes of labour may be mentioned as having received an advance in wages:—Carpenters at Charlottetown, P.E.I., to a minimum of \$1.75 and a maximum of \$2.50 per day; labourers in the same city to a minimum of \$1.50 and a maximum of \$1.75 per day; freight handlers at St. John, N.B., 3 to 10 cents per day; labourers on I. C. R. at Gilbert's Island, 5 cents per day; bakers at Hamilton, Ont., to \$18 per week for foremen, \$11 for journeymen, and \$10 per week for day workers; firemen at Winnipeg, \$5 per month and upwards; employees of the British Columbia Electric Company at New Westminster, Vancouver and Victoria to 20 cents per hour for first year's service, 23 cents for second, third and fourth, and 25 cents for fifth year's service, with corresponding advances in other lines.\*

### September Changes.

In *September* ten important increases fail to be recorded. Labourers on the new bridge at Quebec received higher wages, and batteauxmen at the same point were granted payment for demurrage. Forty-three stonemasons were raised to a minimum of 30 cents per hour at Point St. Charles, near Montreal; and plumbers and steamfitters at Ottawa to a minimum of 25 cents per hour. Iron moulders at Guelph had their minimum scale raised from \$2.25 to \$2.50 per day. M. C. R. machinists at St. Thomas were granted an increase of from 1 cent to 1½ cent an hour, and civic labourers at the same point an advance to 17½ cents per hour. Coopers at Thorold, St. Catharines and Windsor also received an advance. In September the investigating committee of fishermen in British Col-

\*See *Labour Gazette* for September, 1902, pages 147 and 150, for full statement of the schedules in question, together with a notice of the co-operative system introduced by the company. See also *Labour Gazette* for January, 1903, page 560.

umbia admitted the contention of the canners that they should pay 16½ cents per fish, as per sliding schedule of prices agreed upon at the opening of the fishing season.

### October Changes.

In *October* miners and machinists at Sydney, N.S., received a slight improvement in hours and other working conditions, and longshoremen at Montreal were granted an increase from 20 cents to 30 cents an hour for day work, and from 25 cents to 35 cents an hour for night work. Paper makers in the employ of the Eddy Company of Hull, Que., were promised during October a material improvement in their schedule of hours after January 1. In Ontario female bookbinders at Toronto received an advance of 10 per cent in wages, and jewellery workers in the same city an improvement in hours. An improved schedule granted in April to longshoremen at Hamilton went into effect on October 1, representing an all round advance of 5 cents per ton in handling coal. Brantford firemen were granted an improved wage schedule during October, and moulders at St. Catharines received improved conditions. At Chatham several branches of the building trades were increased from 10 to 15 per cent, and civic employees by a similar percentage. Winnipeg wood sawyers were increased from \$1.50 to \$3 per cord, and bricklayers in the same city obtained an advance of 50 per cent, making wages paid to this class in individual cases as high as 75 cents per hour. On October 1 the bakers of Victoria, B.C., received a 10-hour day with an advanced wage scale and other improved conditions. Teamsters at Vancouver also received a material advance during this month.

### November Changes.

Among *November* advances were the following :—Employees of Prince Edward Island Railway by from \$2.50 to \$7.50 per week; packers at Charlottetown, P.E.I., from 25 to 100 per cent; night employees of Canadian Woollen Mills at St. Hyacinthe, 5 per cent; labourers on certain work at Guelph, to \$1.75 for nine hours' work;

longshoremen at Kingston, 5 cents per ton for unloading coal; printers at St. Thomas, to 18 cents per em for typesetters; malsters at Toronto; horse-shoers from \$9 to \$11, and blacksmiths from \$10 to \$12 per week, at Hamilton; firemen at Hamilton, \$5 per month; bricklayers at Hamilton, from 35 to 40 cents per hour, and bricklayers on sewer bottoms and chimneys, to 45 cents an hour; telephone employees at Vancouver, and dock hands at New Westminster, to \$40 per month. The most important event of the month, however, in connection with rates of wages was the rising by the Grand Trunk Railway Company of the schedule of engineers and firemen in its employment, the increases ranging from \$15 to \$25 per month, according to situation, division and work performed. In the neighbourhood of 2,000 men were interested in the change.

### December Changes.

Few changes were reported during *December*. The hours of labour were reduced for papermakers at Windsor Mills, Que., and the employees of the Dominion government on the Welland canal received an increase. Freight handlers and common labourers in the Canadian Pacific Railway employ in British Columbia also received an increase. The most important change of the month was that by which 2,000 employees of the Canadian Pacific Railway, comprising conductors, trainmen and yardmen and yardmen east of Fort William were benefited, the change being the result of negotiations extending over several weeks between the company and the general committee of Railway Conductors and Brotherhood of Railway Trainmen. (\*) The hunters for sealing vessels at Vancouver were granted a higher rate per skin.

### January Changes.

The month of *January* was also quiet in respect to increases granted in rates of wages. In a number of cases increases reported to the department were the result of arrangements previously concluded. A few other changes may also be regarded as

\*See *Labour Gazette* for January, 1903, page 480.

having reference more particularly to the coming season and need not be mentioned here. Some cases of decreases in wages to common labourers were reported, but carriage painters at Chatham and members of the police department at Hamilton received increases. Iron moulders at Vancouver and New Westminster obtained a nine instead of a ten-hour day, with pay remaining the same. An important decision of the month was that of the city council of Victoria to the effect that eight hours shall henceforth be considered a day's labour for civic employees.

### The Situation from Other Standpoints.

From the instances above cited it will be seen that the movement towards a higher rate of remuneration for labour during the latter half of 1902 was not confined to any particular province of the Dominion. From the standpoint of the different trades and industries affected, however, special attention should be directed to one or two of the more characteristic developments of the season. Wages for farm hands, for example, during the rush of the harvesting season in July, August and September, reached a level unprecedented in the history of the country, and the obtaining of a sufficient number of men to gather the enormous crop yield of the season was attended with great difficulty. This was particularly the case in Manitoba and western Canada, where as high as \$3 per day with board was offered in some districts, though the average wage was \$2.50 per day with board. In Ontario, as well, the prevailing scarcity of farm labour constituted one of the chief difficulties of the situation of the season in the agricultural industry.

In the lumber camps also, of Ontario, Quebec and New Brunswick the wages of shantymen and other employees reached an unprecedentedly high level, and an extreme scarcity of men was almost the universal experience. Roughly speaking the price of labour in this industry was 100 per cent higher during the fall of 1902 than five years ago. The increasing market for square timber also provided labour and

higher wages for a class of workmen not previously in great demand. Full particulars of these general movements in this industry have appeared from month to month in the *Labour Gazette* since the opening of the active season.

A very noticeable feature of the past six months in Canada has been the unparalleled activity of the transportation companies with consequent improved conditions for the labour employed. Instances of this will be found in the changes recorded above and need not be repeated here.

Of the various trades the metal and engineering group appear to have chiefly benefited during the period in question. Thus, of the instances named above 24 relate to increases granted to metal workers and 12 to employees in the building trades. The excellent condition of the market for unskilled labour was also notable, and the 13 cases quoted above are typical of the general situation in this branch. Printers were also among those who received advances on an extensive scale, and longshoremen and the various branches of the woodworking trades may also be specially mentioned in this connection.

On the whole the changes were effected with a minimum of friction between employers and employees, and a gratifying feature of the latter half of the season was the small number of strikes arising out of the demands of labour for higher rates of wages.

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### TRADE UNIONISM IN THE TORONTO FIRE BRIGADE.

In December last a union was formed among the members of the Toronto fire brigade with the title of the Toronto Firemen's Mutual Benefit Association No. 7, which, owing to the strong opposition raised against it by the chief of the brigade, members of the City Council and of the Board of Trade, was disbanded on Saturday, February 14, and the charter returned to the Trades and Labour Council. As the situ-

ation was a rather unusual one, and as the action taken was held by some to involve a **principle, a brief statement of the objections** raised by the individuals and bodies in question may be given in this place.

On Thursday, February 5, the chief of the brigade presented a report on the firemen's union question to the Fire and Light Committee of the City Council, in accordance with instructions previously received from them, in which the leading features in objection were embodied. The reasons for his opposition to the union as set forth in this report were, in brief, that such a department as a fire brigade, paid by the whole people of the city, should not be organized under an affiliation with any society the interests of whose members might at any time conflict with the interest of any rate-payer in the community. It would also tend, according to the report, to injure the discipline and harmony of the department by creating union and non-union sections. The Toronto Board of Trade also opposed the formation of the union, on the ground chiefly that it would result in a material increase in insurance rates. Another argument urged against the union was that the firemen, not being employed by private individuals or corporations but by the whole people, were, as a result, on a different footing from those in the trades where unions were useful and strikes often necessary and justifiable. A signed protest against the union was also sent to the council by fifty-seven members of the brigade, in which the following reasons for their position were given:—

'1. The conditions of our employment and the discipline of the brigade makes it impossible for a union to be organized without impairing the efficiency of the service.

'2. The union, as it at present exists, has already affected the discipline of the brigade, and members of the union declare that the discipline of the brigade will be less severe if the union is successfully formed.

'3. Over 60 men have not joined the union, and we feel sure most of them cannot be induced to join, and in this way the union will bring about dissension and difficulty among the men.'

After careful consideration of the various points involved in the situation the union, by unanimous vote of the members, was accordingly disbanded and the previous conditions restored.

### UNIONS FORMED DURING THE MONTH OF FEBRUARY, 1903.

The Department of Labour has received notice of the following organizations as having been formed during the month of February:—

#### *Nova Scotia*—

Whitney Pier—Ingot Lodge, Provincial Workmen's Association.

#### *New Brunswick*—

Moncton—Railway Clerks.

St. John—Boilermakers.

#### *Quebec*—

Montreal—Street Railway Employees.

" Rubber Workers.

" Carriage Makers.

Quebec—Tinsmiths, Plumbers and Steamfitters.

" Pressmen.

Valleyfield—Federal Labour Union.

#### *Ontario*—

Brantford—Machinists.

Collingwood—Masters and Mates.

Hespeler—Textile Workers.

Kingston—Masters and Mates.

Ottawa—Press Feeders.

Midland—Trades and Labour Council.

Perth—Railway Carmen.

Toronto—Newsboys.

" Concrete Pavers.

" Electrical Workers (Linemen).

Windsor—Fishermen of Essex, Kent and Elgin Counties.

#### *Manitoba*—

Winnipeg—Barbers.

#### *North-west Territories*—

Calgary—Stone and Brick Workers.

#### *British Columbia*—

Vancouver—Foundry Workers.

Victoria—Steamboatmen.

### RECENT INDUSTRIAL INVENTIONS

The following particulars have been obtained from the latest number of the *Canadian Patent Office Record*, issued by the Department of Agriculture.

In December, 1902, 473 Canadian patents were issued, an increase of ninety-two over

the previous month. Of these forty were concerned with industrial machinery, fourteen with methods and processes of manufacture, fifteen were for metallurgical inventions and processes, and eleven related to the science of industrial chemistry. There were eighteen electrical inventions, including a fire engine, two lighting systems, as well as a glow lamp and terminals for lamp glowers, a heating apparatus, and telegraph and telephone instruments. In addition to new electric lights there were patented two acetylene gas generators, two oil and one hydrocarbon lamp. Of inventions relating to agriculture and dairying there were eighteen, embracing nearly all the principal machines that are used in farming.

Among the inventions which do not fall readily within the above classification, two

had to do with the manufacturing of fuel out of peat, and three others with the manufacture of artificial fuel, the attention of inventors having evidently been drawn to this subject by the prevailing scarcity of coal. The pulp industry, which is increasing so rapidly in importance in this country, is represented by seven patents, all of which relate to the manufacture of articles from this material.

A discovery which may possibly prove to be of considerable industrial importance is that of a new process of converting cast-iron into steel-like metal. It consists in submitting cast-iron at a high heat, but below fusing point, to the action of a mixture of nitric and sulphuric acids, in the proportion of two parts to three.

## WAGES AND HOURS OF RAILWAY EMPLOYEES, CANADA—*Continued.*

### V.—MAINTENANCE-OF-WAYMEN, YARDMEN, SWITCHMEN AND FREIGHT HANDLERS.

A FIFTH table, prepared by the Department of Labour, relating to wages and hours of railway employees in Canada is published herewith, embodying as in previous articles published by the *Labour Gazette* during the past six months in connection with the same subject, information secured by the department as the result of a special investigation carried out during the summer of 1902. The classes of employees concerning whom statistics are furnished in the present article are maintenance-of-waymen, yardmen, switchmen and freight handlers.\*

In the article with which the series was begun in the September *Gazette* full particulars were given as to the manner in

which the investigation had been carried out by the department, and the principles of classification adopted in presenting the results. The tables represent in all returns from about fifty railways, only those roads being taken into account whose business was on a scale of more than local importance.

#### Method of Classification.

In the September issue of the *Gazette* the wages and hours of conductors were tabulated, while articles in the October, December and February issues related respectively to locomotive engineers, locomotive firemen, and baggagemen and brakemen; the series having been interrupted in the case of the November and January issues of the *Gazette* by the pressure on space of other matters demanding immediate publication.

The method of classification adopted previously by the *Gazette* has been followed without deviation in the present article as indicating in, perhaps, as satisfactory way as possible the nature and amount of the rates of classes affected in different parts of the Dominion. As in the earlier articles, index numbers have been substituted for the names of the companies, the object of the department's investigations not being the disclosure of facts in regard to any particular business, but rather the furnishing of general statistical data with regard to conditions in one of the most important of Canadian industries. The

WAGES AND HOURS OF  
TABLE NO. 5.—MAINTENANCE OF WAY MEM, YARD  
CLASS OF

PROVINCE.	Railway Co.	TRACK FOREMEN.			TRACKMEN.				YARDMASTERS	
		Specified Conditions.	Per hour.	Per day.	Per month.	Specified Conditions.	Per hour.	Per day.	Per month.	Specified Conditions.
			c.	\$ c.	\$		c.	\$ c.	\$	
P. E. Island.....	12			1 65				1 15		At largest centre At next "
Nova Scotia.....	5				45 00 (10 hours).....			1 40		
	6 (10 hours).....			1 50	"			1 00		
	7			15				10- 12½		
	8			1 50				1 00		
	10							1 34		
	2									
New Brunswick...	15 (10 hours). ....			1 50				1 00		
	16			1 25				1 00		
	14			1 10				1 00		
	2							1 30- 1 40		
	17							1 00- 1 25		
	39				(10 hours).....			1 00		
Quebec.....	18			1 30- 2 00				1 00- 1 25		
	20			1 70				1 35		
	19			1 75				1 40		
	(Extra gang).....			2 05	(Extra gang).....			1 40		
	22			1 50				1 10		
	21							11½		
	23							1 15		
	2									
	3	On line.....			45 00	On line.....		1 20		
		Except in yds. at larger stations.		1 75 2 50		Except in yds., &c		1 25 1 40		
	42							1 00 1 25 1 40		
	43			1 50- 1 60				1 20		
	1				Principal points.			1 40		Principal points.
					Other points (10 hours).			1 30		Other points....

RAILWAY EMPLOYEES, CANADA.

DEPARTMENT OF LABOUR, CANADA,

MEN, SWITCHMEN AND FREIGHT HANDLERS.  
EMPLOYEES.

STATISTICAL TABLES, SERIES No. 9.

OR FOREMEN.			YARDMEN.			SWITCHMEN.			FREIGHT HANDLERS.					
Per hour.	Per day.	Per month.	Specified Conditions.	Per hour.	Per day.	Per month.	Specified Conditions.	Per hour.	Per day.	Per month.	Specified Conditions.	Per hour.	Per day.	Per month.
c.	\$ c.	\$ c.		c.	\$ c.	c.		c.	\$ c.	\$		c.	\$ c.	\$ c.
2 25	1 85		1st y. service	1 30	1 45		1st y. service	1 30	1 45					
			2nd "				2nd "							
			3rd "				3rd "							
			4th and sub. y. service..				4th "							
		45 00-60 00	1st 6 months	14									1 50	
			2nd 6 "	10										
													12 1/2	
								1 25					1 00-1 25-1 50	
1 80	2 00-2 50		1st y. service	1 30			1st y. service	1 30						
			2nd "	1 50			2nd "	1 45						
			3rd "	1 70			3rd "	1 55						
			4th and sub. y. service.	1 90			4th and sub. y. service.	1 65						
1 85-2 50			1st y. service	1 30			1st y. service	1 30						
			2nd "	1 50			2nd "	1 45						
			3rd "	1 70			3rd "	1 55						
			4th "	1 90			4th and sub. y. service.	1 65						
									1 55				1 25	
							(10 hours)..	1 25						25 00
									1 50				1 35	
													1 25	
														20 00-30 00
							(10 hours).. 1st y. service	1 50 1 30				1 25		
2 00-2 50			2nd "	1 50			2nd "	1 45						
			3rd "	1 70			3rd "	1 55						
			4th and sub. y. service.	1 90			4th and sub. y. service.	1 65						
1 90	2 35			1 65				1 15			Foremen			40 00
				1 80				1 50			Men		1 10-1 50-1 10	100 00
								1 75					1 10	
													1 35	
2 00-2 25-1 85							(12 hours)..	1 55-1 60						

WAGES AND HOURS OF  
TABLE NO. 5.—MAINTENANCE OF WAY MEN, YARD  
CLASS OF

PROVINCE.	Railway Co.	TRACK FOREMEN.				TRACKMEN.				YARDMASTERS
		Specified Conditions.	Per hour.	Per day.	Per month.	Specified Conditions.	Per hour.	Per day.	Per month.	
			c.	\$ c.	\$		c.	\$ c.	\$	
Ontario.....	27							1 10-		
								1 35		
	24							1 15		
	25	(10 hours).....		1 25-		(10 hours).....		1 20-		
				2 25				1 35		
	26	At terminal points (10 hrs.)		1 75		At terminal points (10 hrs.)		1 25		
		At other points (10 hrs.)		1 65		At other points (10 hrs.)		1 20		
	28				45 00-			1 20-		
					60 00			1 25		
		Extra gang.....			50 00-	Extra gang.....		1 35		
					60 00					
	40				45 00			1 25		
	4			1 75				1 20		(11 hrs)
Manitoba.....	1					Main points.....		1 40		Main points.....
						Other ".....		1 30		
						(Further west).....		1 35-		Other ".....
								1 40		
	3	On line.....			45 00	On line.....		1 20		
		Except in yards at larger stations		1 75-		Except in yards at larger stations		1 25-		
				2 50				1 40		
Manitoba.....	41				55 00	Terminal points.....		1 50-		Terminal points.....
								1 60		
		Extra gang.....			75 00					
		(10 hr. day, Sunday & holidays = 1½ days.)				(10 hr. day, Sunday & holidays = 1½ days.)				
British Columbia..	1	Section foreman.....			50 00	Section men.....		1 40		
						2 main points.....		1 50		At 2 chief points
						Other ".....		1 40		Other main "
						Crows Nest to Kootenay Ldg.....		1 50		
	1					Chief points.....		1 50		Chief points.....
						Other ".....		1 40		Other ".....
						Kootenay Branches.....		1 50		Kooten'y branch's main points.....
	35	12 hours day.....			60 00	12 hours day.....		1 60		
	45				55 00			1 75		
					60 00					
	44			2 50		10 hours.....		1 75		

RAILWAY EMPLOYEES, CANADA—*Concluded.*

MEN, SWITCHMEN AND FREIGHT HANDLERS—*Concluded.*

EMPLOYEES—*Concluded.*

[illegible]

grouping of the present table has been carried out according to provinces and classes of employees, and no attempt has been made to average rates paid by individual companies, the detailed classification being thought to render the tables more valuable for purposes of statement and comparison. It should be noted also that the figures given indicate the rates of wages current during the summer 1902, and do not take into account any increases that may have been granted since that time. It was thought that for purposes

of future comparison the rates of all the tables of the series should apply to the same time.

Under the heading 'specified conditions' such additional details are recorded as are of material consideration in connection with the various rates paid.

#### Other Tables.

Statistical tables relating to the wages and hours of railway telegraphers and carmen will be published in subsequent issues of the *Gazette*.

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### CONDITIONS IN THE LUMBERING INDUSTRY OF ONTARIO.

IN the annual address of the President of the Lumbermen's Association of Ontario, delivered to the association during the past month, a number of statements relating to conditions in the industry were presented, which, though largely of a general nature, are of very considerable interest to the large number of men engaged in this important branch of industry. The annual meeting of the association, at which the address was delivered, was held in Toronto, on the afternoon of Tuesday, February 17, and was largely attended. Besides the reading of the president's address a number of resolutions were adopted relating to matters of more or less importance to the industry.

#### Prices and Wages in the Lumbering Industry.

The steady advance in the price of lumber to a figure higher to-day than any which has prevailed in the history of the industry in Ontario was the first feature referred to by the president. Bills for lumber, according to the president, had never been more promptly met, and, with the demand for all saw-mill products firm, holders of lumber need fear no drop in prices for the next six months. The corresponding advance in stumpage and labour, however, prevented profits from being excessive. Wages for work in the bush in the year

1897 averaged sixteen dollars per month, including board. For the present year an average outlay of practically double this amount has been estimated on wages account. Many items of supplies have also greatly advanced in price. Thus, the average price of a horse in 1897 was \$65; in 1902 the same animal cost \$175.

#### The Car Famine.

The scarcity of cars for transportation purpose has been a prominent difficulty with lumbermen during the past year, the different railways, notwithstanding frequent advances in rates during recent years, having failed to increase their facilities on a scale sufficient for the proper handling of the traffic. The action of the Canadian Pacific and the Grand Trunk Railway Companies in applying funds to road-bed and rolling stock improvements was commended by the President of the Association. Opposition was expressed to the principle of granting subsidies to promoters for the purpose of building railways to open the country, the suggestion being made that, where a railway was requisite, the Dominion and provincial governments should join hands in the building and the owning of the road, and allow transportation companies the privilege of operating it on terms giving a fair return for the work performed.

### Resolutions Adopted.

A resolution was adopted stating that it was the opinion of the association that no export duty should be placed on any product of the forest, but that the timber, being the property of the provinces, the policy of dealing with it should be left in their hands. The association also endorsed the resolution

passed at the last annual meeting of the Canadian Forestry Association urging that the newer and unsettled portions of the country should be explored in advance of settlement in order to prevent the opening up for settlement of land unsuitable for agricultural purposes, but adopted to the growth and production of timber.

### TRADE DISPUTES DURING THE MONTH OF FEBRUARY.

The number of trade disputes which occurred during the month of February was unusually large, and some of them were of very considerable importance, both in regard to the number of men involved, and the magnitude of the industries directly and indirectly affected. The following analysis includes the leading facts of the situation :—

#### Analysis of Trade Disputes of the Month.

*Number and magnitude.*—Two disputes which began in the previous month were still unsettled in February. These involved two companies and 206 men. Twelve new disputes were reported during the month, involving 19 establishments, 4,206 workmen directly, and 2,535 indirectly. There were also three minor disturbances, which on account of their insignificance, can hardly be classed under the head of strikes.

*Loss of time in working days.*—The aggregate loss of working days amounted to 47,882. In forming this estimate account is taken of all the men thrown out of employment during the month, both directly and indirectly connected with establishments, which were compelled to diminish or cease their work owing to trade disputes.

*Trades affected by new disputes.*—In the building trades there was one dispute, affecting one firm and 8 men. In the mining industries there were two involving two companies, 2,125 men directly and 192 indirectly, with a loss of 27,923 working

days. There were two new disputes among transportation companies, involving 3,351 men and a loss of 6,551 days. In the textile industries there was one, in which were concerned 4 firms and 84 workmen, causing a loss of 1,596 working days. There were two disputes in the boot and shoemaking industry, involving two establishments, 375 men, and a loss of 2,571 days. In the metal and engineering trades, there was one dispute, involving 5 companies, and 250 men, with a loss of 1,000 days. There was one strike among granite cutters, causing a loss of 170 days, in which were concerned one company and ten men. There was also one among cigarmakers, involving one firm and 65 men, with a loss of 780 days, and one in the carriage making industry, in which were concerned 263 men of one firm, who lost 2,367 working days.

*Causes.*—As in many cases, a number of distinct causes lead up to a strike, the following summary only takes into account what seems to have been the chief cause in each particular instance : A demand for shorter hours produced one strike, non-recognition of a union, three ; employment of non-union men, two ; discharge of employees, three ; refusal to pay union scale of wages, two ; and the stopping of special pay, one.

*Results.*—Of the four disputes that were settled during the month, the strikers gained most of their demands in three cases, and in the fourth the men returned to work as before, having been idle only three days. This latter strike was due to the employ-

ment of non-union men, but as the contractor was willing to engage union men only, if they could be obtained, and as none were to be found, there was no object in continuing the dispute.

### **Disputes Commenced Prior to the Beginning of the Month.**

Of the disputes which began in January, and continued throughout the following month, the most important was the strike of employees of the Quebec Southern Railway. As this is treated in a special article no extended reference is necessary here. In a strike of printers in Montreal, the company concerned was able to resume work by employing non-union men.

### **New Disputes.**

The most important disputes which occurred in February were those of the garment cutters and trimmers in Toronto, the street railway employees in Montreal, the coal miners in Fernie, Morrissey and Michel, British Columbia, and the coal miners in Nanaimo, B.C.

#### **Toronto Garment Workers' Strike.**

On February 2, the garment cutters and trimmers belonging to the firms of W. R. Johnston & Co., Lailey, Watson & Bond, Chalcraft & Co., and Northway & Son, of Toronto, went on strike, and they did not all return to work until February 24. On the 11th, the employees of W. E. Chalcraft & Co. returned to work, Mr. Chalcraft having promised to comply with the decision of arbitrators, and allow his men the benefit of the settlement from the time they began work. On the 16th, the strikers were re-inforced by the pressers from the shops affected to the number of 66. The demands of the men were that the hours of work be reduced from 55 per week to 49, that the employment of apprentices be regulated in a satisfactory manner, and that their organization be recognized. The employers offered a reduction of three hours a week, but this was rejected. Through the mediation of Mr. Robert Glockling, Secretary of the Ontario Bureau

of Labour, an agreement was finally reached, and the men returned to work on February 24. The terms of the settlement were an immediate reduction of half an hour a day, and a further reduction of half an hour on November 1, the period of apprenticeship to be three years, with recognition of the union.

#### **Montreal Street Railway Strike.**

On Thursday, February 5, two deputations of the Montreal Street Railway employees tried unsuccessfully to obtain an interview with the general manager of the company, in order to present their grievances to him. A meeting of the union, which was largely attended, was held that night, and after the situation had been fully explained to the men, it was unanimously resolved, shortly after twelve o'clock, to declare a strike, and from that time until it was over the street railway service was completely tied up. The demands of the employees were recognition of their union, an increase of salary, and reinstatement of men who had been recently dismissed. During the strike very few acts of violence were committed. These consisted in temporarily destroying the usefulness of three or four cars and a sweeper, which the company attempted to run after the strike had been declared. Some damage was also done to about half a mile of tracks by flooding them, but this act was repudiated by the men. A special meeting of the city council was held on Friday, February 6, at which a committee was appointed to endeavour to bring the dispute to an end. This committee was successful in its efforts and the strike was declared off at midnight, February 7. As another instance of the settlement of a street railway strike by means of voluntary conciliation, this settlement is of special significance. The terms of settlement as finally agreed to were as follows:—

1. No one shall be dismissed without full and equitable reason.

2. The company will give an equitable hearing to any employee against whom a complaint has been made, and appeal may be carried to the highest officer, be it to the

superintendent, the manager, or even to the president.

3. The company will maintain the same scale of wages to sweepers as that in force on February 3.

4. The company will, on demand, show to a deputation of its employees all reports that shall have been made against recently dismissed employees.

5. The company will grant a general increase of salary equivalent to about ten per cent. on the scale of wages in force on February 3.

6. The company recognizes the right of their men to belong to any union or benefit association of their own that they may see fit. In case of any difference arising between the company and its employees, the management will, at all times, be ready to discuss such grievances with the men in its employ, and attendance upon any deputation to lay the views of the men before the management will in no wise be prejudicial to the employees composing the same. The company, however, cannot undertake to discriminate among its employees nor to grant any difference of treatment to those who are members of such union over those who are not.

7. All men discharged since January 1, 1903, may have their cases considered by the directors, and, in case there is dissatisfaction with the verdict, the case may be, on the demand of either party, submitted to a board of arbitration, composed of one representative named by the men, one person by the company, and a third by agreement between the two thus named, each party agreeing to be bound by this final verdict.

8. If there are any other matters at issue, the company is prepared to discuss the same with its employees as soon as the service is resumed.

### Strikes in British Columbia Coal Mines.

An account of the strike of the coal miners of the Crow's Nest Pass Coal Company at Fernie, Morrissey and Michel, B.C., is given in a special article published elsewhere in the present number.

The main issue involved in the strike of coal miners in Nanaimo, which began on February 16, and was concluded on February 26th, was the withdrawal by the Western Fuel Company of an allowance of 25 cents per shift per man, which had formerly been granted by its predecessors, the New Vancouver Coal Company, to the

miners who used the Clanny safety lamp. An agreement had been entered into with the latter company that thirty days' notice should be given by either side before any change in wages was made, and the miners considered that the Western Fuel Company should be bound by this agreement. The reason why this allowance was stopped was on account of the introduction of a new lamp, which was free from certain defects of the Clanny lamp, and the company, therefore, did not think the bonus any longer necessary. The men also demanded an increase of 20 per cent on all wages paid below ground, which was refused by the company.

Another grievance was the throwing out of employment of 150 men owing to the exhaustion of one of the mines. The company offered them work on a lower seam of another mine at the rate of wages paid in other parts of the mine, but the men refused to accept it. The company finally agreed to restore the allowance for the lamps and to increase the wages on the tonnage in a new seam which is being opened up.

The matters in dispute between the shoe machine workers and the firm of Goulet & Garant, Quebec, have been referred to a board of arbitrators, in accordance with the terms of the agreement made by the company last year with its employees.

### Minor Industrial Disturbances.

On February 3, the carpenters on board the steamer *Pharsalia*, struck for advance of from 20 cents to 25 cents per hour. It was granted to them without delay.

On February 9, about two hundred day labourers, who had been engaged by the Grand Trunk Railway in Montreal to shovel snow at \$1.25 a day, refused to work and demanded \$1.50 a day. The company, however, refused to pay them this amount and secured others to take their places.

On February 9, the deck hands on board the steamer *Ramona*, New Westminster, B.C., were notified of a reduction in wages from \$40 to \$30 a month. They immediately instituted a strike, whereupon the

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, No. 29.

# TRADE DISPUTES OF THE MONTH OF FEBRUARY.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Establishments or Firms affected.	Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
					Directly	Indirectly			

## DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.

Quebec.....	Montreal....	Printers.....	Demand for higher wages and shorter hours.	1	6		Jan. 6		No settlement reported at end of month, but non-union men secured by company to replace strikers.
Quebec....	St. Hyacinthe	Railway employees.	Non-payment of wages due.....	1	200		" 20		No settlement reported at end of month.

## DISPUTES WHICH COMMENCED DURING THE MONTH.

Ontario.....	Toronto.....	Garment cutters and trimmers.	Demand for a week of 49 hours instead of 53, recognition of union, and regulation of apprentices.	4	84		18 Feb.	2 Feb.	24 Hours reduced to 52 per week at once and to be made 49 on Nov. 1. Other demands granted.
Quebec.....	Montreal...	Street railway employees.	Refusal of company to recognize the union; to re-instate dismissed employees, and increase wages.	1	1,200	2,000	" 6	" 8	Men secured nearly all their demands.
Quebec.....	Montreal.....	Granite cutters....	Discharge of three employees.....	1	10		" 9		No settlement reported at end of month.
B. Columbia	Fernie, Morrisey and Michel.	Coal miners.....	Refusal of company to recognize the union.	1	1,463		" 11		No settlement reported at end of month.
B. Columbia	Vancouver....	Stone masons.....	Employment of non-union men.....	1	8		" 16	16 Feb.	The men returned to work as before.
B. Columbia	Nanaimo.....	Coal miners.....	The company stopped paying 25 cents per day to those who used safety lamps.	1	632	192	" 16	26	Allowance for lamps restored.
Quebec.....	Montreal.....	Cigar makers.....	Demand that union men only be employed and that a uniform rate of wages be given.	1	40	25	" 14		No settlement reported at end of month.
Ontario.....	Oshawa.....	Carriage makers....	Recognition of union, a 20 per cent increase of wages for day workers, and payment for piece-work to be settled by employees, demanded.	1	263		" 18		No settlement reported at end of month.
Quebec....	Quebec.....	Shoe machine workers.	Company did not give preference of employment to union men.	1	48	300	" 20		No settlement reported at end of month.

Quebec. . . . .	Montreal. . . . .	Shoe machine workers.	Refusal of company to pay union scale of wages, and employment of boys instead of men on new machines.	1	27	"	23	No settlement reported at end of month.
Ontario. . . . .	Fort William.	Structural bridge and iron workers.	Refusal of employers to pay union scale of wages.	5	250	"	24	No settlement reported at end of month.
B. Columbia	Vancouver. . . . .	Railway employees.	Refusal of company to reinstate an employee.	1	151	"	27	No settlement reported at end of month.

\* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work, or have had their places filled with new hands, or where the establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected to an appreciable degree the carrying on of the industrial or business operations of the firms or establishments concerned, mention, moreover, is not made of disputes involving less than six employees or of less duration than 24 hours.

company reconsidered the proposed reduction and decided not to make it, and the trouble ended that day.

On February 18, twenty-two frame spinners of the Merchants' Cotton Company in Montreal, refused to perform some new work assigned to them, on account of the speed of the machines. They all, however, returned to work, in a short time, with the exception of a few who had been discharged.

A strike involving six new members of the Painters' and Decorators' Union took place in Toronto, on account of the employment of a man not in good standing with the union, but it was settled on February 10 by the man concerned paying a fine to the union.

ENFORCEMENT OF FAIR WAGES  
RESOLUTION BY POST OFFICE  
DEPARTMENT, FEBRUARY,  
1903.

During the month of February the following orders were given by the Post Office Department for the supplies below mentioned, all of which were given subject to the regulations for the suppression of the sweating system and securing payment to the working men and working women of fair wages and the performance of the work under proper sanitary conditions :—

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps; also type and brass crown seals. . . . .	\$ 452 69
Making and repairing rubber dating and other hand stamps and type. . . . .	26 80
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink. . . . .	650 48
Making and repairing post office scales. . . . .	148 50
Supplying mail bags. . . . .	1,305 55
Repairing mail bags. . . . .	719 16
Repairing mail locks, and supplying mail bag fittings. . . . .	74 10
Making letter boxes and repairing mail clerks' tin travelling boxes. . . . .	280 67
Miscellaneous orders for making and repairing postal stores. . . . .	23 75
Making up and supplying articles of official uniforms. . . . .	33 00

## GOVERNMENT CONTRACTS FOR THE MONTH OF FEBRUARY.

(Information supplied by the Department of Public Works.)

The following is a list of the contracts awarded by the Department of Public Works, and which received the signature of both parties to them, during the month of February, together with a minimum rates of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract:

Construction of an isolated block of crib-work, South Shore of Island of Orleans at St. Francois, county of Montmagny, Que. Date of contract, February 7, 1903. Amount of contract, \$11,800.

### FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages.	
	Not less than the following :	
Contractor's foreman.. . . .	\$2.25	per day of 10 hours.
Carpenters.. . . .	1.25	10 "
Blacksmiths.. . . .	1.50	" 10 "
Blacksmiths' helpers.. . . .	1.00	" 10 "
Ordinary labourers.. . . .	1.00	" 10 "
Driver with one horse.. . . .	2.00	" 10 "
Driver with two horses.. . . .	2.50	" 10 "

## REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during February, 1903 :—

### CANADIAN REPORTS.

#### Dominion Lands and Immigration.

Report of the Department of the Interior for the fiscal year ended June 30, 1902. King's Printer, Ottawa. 570 pages. Price, 45 cents.

This report gives a very fair idea of the rapid development which is taking place in the more newly settled portions of the Dominion, particularly in the North-west Territories, British Columbia and the Yukon district. In this connection, the following figures obtained from the report are of interest : The number of free homestead entries during the past year amounted to 14,633, covering an area of 2,341,280, an increase of 6,466 entries over the preceding year. The number of immigrants was 67,379. The output of gold from the Klondike last year is calculated to have been \$12,000,000, as compared with 18,000,000, in 1901, but the decrease of production is offset by the constant decrease in the cost of mining, which is fully fifty per cent less than in 1899.

#### Agriculture in Canada.

Report of the Minister of Agriculture for the year ended October 31, 1902. King's Printer, Ottawa. 347 pages. Price, 15 cents.

The following statistics with regard to the farming industry are given in this report : In 1902, the value of the most important farm products exported amounted to \$80,705,184. The best previous year was in 1900, when the same exports were worth \$73,281,702. The report contains, in addition, a summary of the work done in the year by the branches of Patents, Public Health and Statistics. Among the appendices are reports of the Director-General of Public Health, the Chief Veterinary Inspector, Commissioners to the Paris Exposition of 1900, and those to the Pan American Exposition of 1901 and the Glasgow Exhibition of 1901.

### ONTARIO REPORT.

#### Agriculture in Ontario.

Annual Report of the Department of Agriculture of the Province of Ontario for 1902. Vol. I., 820 pages; Vol. II., 822 pages. King's Printer, Toronto.

Nearly the whole of these two volumes is taken up with reports of the various agri-

cultural societies and associations of the province, which together embrace practically all the scientific and industrial pursuits which are in any way of interest to a farming community. Volume I also contains the report of the Agricultural College, with detailed accounts of the experiments conducted there. In the report of the Bureau of Industries in Volume II, are to be found many valuable statistics relating to the farming industry, including average rates of wages of farm labourers from 1892 to 1901; the acreage, yield per acre, and market value of the chief crops in Ontario, in 1901, according to countries; the extent of pasture land, orchards and vineyards in the province; the number of heads and value of the different kinds of live stock, and the value of farms and farm property.

### BRITISH REPORT.

#### Trades Unions in Great Britain.

Report by the Chief Labour Correspondent of the Board of Trade on Trade Unions in 1901. Eyre & Spottiswoode, London. 237 pages. Price, 11<sup>1</sup>/<sub>2</sub>d.

This report gives very full statistics with regard to the trade unions in Great Britain, both as to their income and expenditure in gross and per capita, and according to the special levies and benefits, and also

as to their membership. The funds on hand at the end of the year belonging to the hundred principal unions amounted to £4,161,916, which was equal to 71s. 8<sup>1</sup>/<sub>2</sub>d. per member. The 1,236 unions which were in existence at the end of 1901, had a total membership of 1,922,780, an increase of 12,166 over the previous year. In the matter of expenditure £204,517 went toward dispute benefits, £325,866 towards unemployed benefits, £344,834 for accidents and sickness, £202,952 for superannuation, and £98,815 for funeral benefits, all these figures being taken from returns made by the hundred principal unions.

### UNITED STATES REPORT.

#### Colorado Labour Statistics.

Eighth Biennial Report of the Bureau of Labour Statistics of the State of Colorado, 1901-1902. State Printers, Denver. 456 pages.

Among the numerous subjects treated in this report the following may be mentioned as being of special interest and importance: Statistics of women wage earners, and their opinions on certain subjects vitally touching them; Labour Organizations in Colorado; wages; Prices of Commodities; Strikes, Lockouts and Boycotts; Child Labour; Co-operation; Mining; Agriculture, and Railways.

### RECENT LEGAL DECISIONS AFFECTING LABOUR.

#### QUEBEC CASES.

##### Action for Wages.

H, a sailor, brought an action for \$55.89 wages which, he alleged, were due him by J for services rendered. J pleaded that H had left his employment before the end of the voyage and that that was the only time he was bound to pay. He deposited \$23 in court, however, as money which he considered due. H replied that he had left the ship with the captain's consent, as he was ill, and had to go to the hospital; and this he proved to the satisfaction of the court. On the other hand, however, the court was of the opinion that the amount deposited was all that was due H, and judgment was therefore given for that sum.

(Hastings vs. Jones. Judgment given by Mr. Justice Lavergne, in the Superior Court, at Montreal, February 19, 1903.)

##### Employee Leaving without Notice.

An interesting judgment regarding the right to wages for work actually done of an employee who leaves before the expiration of the term for which he was engaged, was decided this month in Montreal.

A. E. McKee was engaged as a clerk by the Canadian Pacific Railway Company upon a monthly salary. He left about the middle of one month, and, as the company, refused to pay him his salary to date, brought an action to recover that amount. In answer the company pleaded that McKee had left without any lawful cause or excuse

and in violation of his contract of engagement, and without giving it any notice of his intention, as required both by law and custom; that by reason of this desertion he had forfeited his right to any salary or wages due him at the time of his desertion as he had put the company to great inconvenience and loss, for which they asked damages to the extent of \$50.

The court maintained the contention of the company, holding that McKee had no right to leave his employers in the middle of a month and without giving due notice, and that by so doing he had forfeited his right to payment for the days he had actually worked. The court also awarded damages to the company for the loss suffered by McKee's desertion.

In this case there was no written contract between McKee and the Company, nor was any exact limit fixed to the time of his employment. He was merely engaged at a monthly salary.

(McKee vs. Canadian Pacific Railway Co. Judgment rendered in the Circuit Court at Montreal, by Mr. Justice Dorion, February 19, 1903.)

## ONTARIO CASES.

### Right of Trade Union to ask Employees to Strike.

An interesting decision was recently given at Toronto in the pending case of Small vs. American Federation of Musicians. Small, who was the manager of an opera house, has brought an action against the defendant claiming that it or its officers have interfered with the men in its employment, and asking for a perpetual injunction restraining them from so doing. It appears that the Federation of Musicians intimated to Small that unless he reinstated the former leader of his orchestra other members of the same would be ordered to go out on strike, and it is alleged that some of them were actually asked to stop work. Small obtained a temporary injunction restraining any further interference with his employees. Later it was sought to have this injunction kept in force until the action was tried, which was opposed by the

Federation of Musicians. The decision on this point was given by Chancellor Boyd, who came to the conclusion that the injunction should be continued until the trial. In the course of his judgment his Lordship said: 'According to Mr. Carey's evidence, the action of the body he represents was based mainly upon the conclusion that Small had engaged Evans and his orchestra for the season 1902-3, or at all events that negotiations tending that way were in progress and not determined when counter negotiations were opened by Small with Creswell, which led to his orchestra being actually engaged for that season. The right of interposition in such a case is based upon what he calls a 'local law' not in print or to be found in the rules or constitution of the musical organization, defendants, and of which the plaintiff says he was not informed. Apart from this the plaintiff's evidence is that there were no pending negotiations with Evans when Creswell was engaged—that they had not been begun with his authority—and, whatever they cover, all had been ended as to his engaging Evans before he applied to Creswell. On this alleged footing the defendants insist that Evans be reinstated with his orchestra at the plaintiff's opera house, though the plaintiff prefers to have Creswell and has a contract with him for the season. Both parties seem to agree that the kind of engagement in question was for the season.

'The machinery of the defendants' organization has been brought to bear against the plaintiff in his management of the business at London on this assumption of fact and law, which are both disputed, and weighing the advantages against the disadvantages, it is more convenient in the interest of the plaintiff to have the present orchestra continued in his employment till the trial than to have any interruption or discontinuance by the active intervention of the defendants. And this course will be in no wise detrimental to the defendants even if they are found to be in the right on the merits.

'Relevant issues of fact present themselves for determination. At present

seems to me that Mr. Justice Darling's language is pertinent to the situation. "It is not enough that the defendants were not actuated by improper motives. Their sufficient justification for interference with plaintiff's right must be an equal or superior right in themselves, and no one can legally excuse himself to a man of whose contract he has procured the breach on the ground that he acted on a wrong understanding of his own rights or without motive or bona fide or in the interests of himself, nor even that he acted as an altruist, seeking only the good of another and careless of his own advantages. *Read vs. Friendly Society of Operative Stonemasons, of England, Ireland and Wales* (1900), 2 C. B., '88-'96."

'I do not interfere, therefore, with the present injunction, but the case should be tried at the earliest opportunity. Reserved till the hearing of further order.'

(*Small vs. American Federation of Musicians*.—Decision given by Boyd, C., at Toronto, January 2, 1903.)

### Grand Trunk Railway Company Provident Society Case.

W. H. was employed by the Grand Trunk Railway Company as an engine driver. As he was a permanent employee of the company he was also a member of the Insurance and Provident Society, which is carried on in connection with and for the benefit of the employees of that company. In the course of his work he was acting as driver on an engine of a passenger train which was derailed near Hamilton, in which accident he was killed. His widow sued the company for damages, alleging that the accident was caused by the negligence of its employee in charge of the points and signals at the place where the engine went off the track. The trial judge came to the conclusion that there was no evidence of negligence, and that, therefore, the case should not be submitted to the jury. He also added that, on account of the deceased having been a member of the Insurance and Provident Society, to the funds of which

the company contributed, and being bound by a rule that as a member of such society he could not sue the company for injuries received in its employment, there would have been no right of action if he had survived, nor could his wife now bring action against the company for his death.

From this decision the plaintiff appealed to the Court of Appeal, but that tribunal maintained the judgment given at the trial and dismissed the appeal.

(*Holden vs. Grand Trunk Railway Company*.—Decision rendered by the Court of Appeal at Toronto, January 22, 1903.)

### Is the use of Soft Coal a Nuisance ?

A decision was recently given in the Division Court at Hamilton, which, in view of the prevailing scarcity of hard coal, is of peculiar interest at present. Mrs. Patterson sued her neighbour, Mrs. Freeborn, for \$60 damages, claiming that the latter had created a nuisance by using soft coal in her stove, thereby not only causing Mrs. Patterson great annoyance, but also spoiling her wash which was on the clothes-line, and damaging the contents of her house. On the other hand, Mrs. Freeborn contended that the stove was managed as well as possible, that no more soot than necessary was sent into the adjoining yard, and that the use of soft coal was justified by the scarcity of hard coal.

The court dismissed the action, holding that no blame could attach to Mrs. Freeborn for using soft coal this winter.

(*Patterson vs. Freeborn*.—Decision given by Judge Snider in the First Division Court of the County of Wentworth at Hamilton.)

### Reduction of Damages Demanded.

Amelia Pierce was employed by the Royal Laundry Company. In the course of her work her hand was caught in a mangle, and as a result of the accident she lost part of it. She sued the company for damages, alleging that this would not have occurred had the mangle been properly guarded in compliance with the law relating to danger-

ous machines. She asked for \$3,000 damages, but, while the jury found that the company had been negligent in not having the mangle properly guarded, they only awarded her \$422.80. It is said that an appeal will be taken from this judgment.

(*Pierce vs. Royal Laundry Company.*—Judgment given at the January assizes by Chancellor Boyd.)

### Liability of Company for Incompetency of its Employees.

R. S. Crowther, who was employed as a night watchman by the Lachine Rapid Hydraulic and Land Company, met his death in a fire which occurred in that company's sub-station in Montreal. His widow sued the company for \$1,999, alleging that it was liable upon the three following grounds:—

1. That the persons in charge of the switch board at which the fire broke out were inexperienced and incompetent to do the dangerous work with which they were charged;
2. That they imprudently allowed two wires to come in contact, thus producing a short circuit which caused the fire; and
3. That the building was provided with no apparatus for the safety of those in it, such as ordinary prudence demanded in an establishment where work of a dangerous character and liable to cause a fire at any moment was carried on.

The company contested the action, denying negligence on the grounds mentioned, stating that Crowther's death was caused by his own negligence, and also setting up that the widow had already received \$1,500 from the Ontario Accident Insurance Company, which amount had fully compensated her for any damages which she had suffered by reason of the death of her husband.

The evidence was more or less contradictory. The trial judge arrived at the conclusion that it was not shown exactly how the fire occurred. He also held that the other employees of the company had shown incompetency, not in the management of the switch board (as alleged by the plaintiff), but in the fact that after the fire

broke out they had not given warning to the deceased who was upstairs, and who had, therefore, stayed at his post until it was too late to save himself. Upon this ground he therefore held the company liable for the negligence and incompetency of its employees.

Regarding the amount of damages sustained the evidence showed that Crowther at the time of his death was 60 years of age; that he enjoyed good health, and earned \$480 a year, and that he supported his wife, the plaintiff. Under these circumstances the court was of the opinion that \$1,999 was not excessive. The question then arose, however, as to whether the fact that the widow had already received \$1,500 from the Accident Insurance Company depriving her of her right to damages. It appeared that the premiums on this policy were paid by the company which, however, retained the amount paid for the same out of the wages of its employee—\$12 a year being deducted from Crowther's wages for this purpose. The amount of the policy so paid to the plaintiff, not as Crowther's wife, but as executrix of his estate under his will. The result of this was that the amount was paid under the policy was liable for the debts of the deceased, and it was, therefore, not certain whether his widow has really received the full amount of the policy for her own use and benefit. If she had so received it otherwise the court was of the opinion that it should have been deducted from the amount of damages awarded to her against the company, the rule of law apparently being that to the extent that an heir of the deceased person is benefited by his death, to that extent the amount to be awarded to such person as damages occasioned by such death should be reduced. The plaintiff was, therefore, ordered to attend for examination before the court, so that it might be determined exactly to what extent she had actually been benefited by the amount of the Accident Insurance policy.

(*Worboys vs. Lachine Rapids Hydraulic and Land Company.*—Judgment given in Superior Court at Montreal, by Mr. Justice Doherty, November 14, 1902.)

## NORTH-WEST TERRITORY CASE.

**Employee Dismissed for Cause.**

McG. was employed by R. as a clerk for one year at a salary of \$1,000. After he had served as such for about eight months he was dismissed and he subsequently brought an action for wrongful dismissal against R., claiming the balance of the wages due until the expiration of the year.

R. admitted that he had dismissed McG. upon the date alleged, and claimed that he was justified in doing so upon two grounds, namely, that McGe. had used improper terms about him to other employees, and, that, secondly, McG. had informed certain people that he had entered R.'s employment to look after the interest of the latter's creditors.

The evidence was contradictory, but the court came to the conclusion that McG. had actually made the statement complained of, and that he had also told certain people that R. could not dismiss him as he had been sent there by others to 'straighten out the business.' Upon these facts the court held that R. had a right to dismiss McG.

At the trial it was not clearly proved that at the time he dismissed McG., R. had been aware of his misconduct or that he had dismissed him because of these acts, but the court held that, even if he did not then know, he was entitled to rely upon them as a defence to the action.

McG.'s action against his former employer was, therefore, dismissed with costs.

(McGeorge vs. Ross. 5 N.W.T. Law Reports, Part 1, p. 166.)

## UNITED STATES CASE.

**The Union Label in an American Court.**

A decision was recently given by the Supreme Court of Tennessee, which, while, of course, of no legal affect in this country, is yet not without some interest. In compliance with a demand from trades unions (according to the *Albany Journal*), the city

council of Nashville had passed an ordinance requiring that the label of the Allied Labour Council be affixed to all printing done for the city. Thereafter the city had advertised for bids for certain printing, specifying that all printed matter supplied must bear the union label. The Marshall & Bruce Printing Company put in the lowest bid and secured the contract, but when it delivered the work the union label was found to be wanting. Therefore the Board of Public Works returned the printing and refused to pay for it. The company sued to recover the stipulated price for the work, setting up the plea that the union label ordinance was invalid.

The Supreme Court decided in favour of the company, holding that because the ordinance was in conflict with the charter provision that all contracts for public work shall be let to the lowest bidder, it was null and void. The court held further that the ordinance was of the nature of class legislation and tended to create a monopoly and restrict trade.

## ENGLISH CASES.

**Liability of a Trade Union to its Members.**

A curious and interesting case regarding the liability of a trade union to its members respecting the use of its funds was recently decided in England.

William Henry Howden, a miner, and a member of the Yorkshire Miners' Association, brought an action against that association for an injunction to restrain it from mis-applying the funds and dealing with them contrary to the rules of the association.

It appeared that the rules of the association laid down certain conditions under which the funds might be used to assist men who were on strike; one of these provisions being, that such payments could be made, if, after the men had taken the advice of the council and had also taken all peaceful means to settle their grievances, they could not obtain any satisfactory ar-

rangement, they could then strike after having got the sanction of the association, and that they could then receive strike pay. At the time the action was commenced the association was paying money to certain strikers who, it was alleged, had not complied with these rules of the association.

Three questions arose in the action, two of law, and one of fact. The first was, whether, in view of the Trade Union Act, 1871, such an action could be brought at all. The second was, whether, supposing such action could be brought, it could be taken by a single member of the association. The third question was, whether, as a matter of fact, the officers of the association had contravened the rules by making the payments in question.

Subsection 3, section 4 of the Trade Union Act, 1871, reads in part as follows: 'Nothing in this Act shall enable any court to entertain any legal proceeding instituted with the object of directly enforcing or recovering damages for the breach of any of the following agreements, namely, (3) Any agreement for the application of the funds of a trade union to provide benefits to its members.'

It was contended on behalf of the association and its officers that this section prevented Howden from succeeding in his action, as it was one instituted for enforcing an agreement between himself and the association to provide him with some benefits, and that, therefore, the court could

not entertain it. The court, however, held that that section did not contemplate an action similar to the one brought by Howden, it not being an action to 'directly' enforce an agreement to provide him with any benefit. It was also held that Howden could himself bring an action against the association.

Upon the question of fact the court came to the conclusion that the officers of the association were infringing its rules in making payments to the strikers in question, and that they had no power to do so.

The trial judge, therefore, granted the injunction asked for by Howden. The association took the action to the Court of Appeal, which maintained the decision of the trial judge.

(Howden vs. Yorkshire Mining Association. Judgment given by the Court of Appeal (English), January 27, 1903.)

### The Taff Vale Railway Company Case.

In the January number of the *Labour Gazette* reference was made to the English case of the Taff Vale Railway Company vs. the Amalgamated Society of Railway Servants, in which the funds of the latter body were held to be liable for the damages caused by the officials of the Railway Servants having prevented employees from working by intimidation, picketing, &c. These damages have by agreement between the parties, been assessed at \$115,000,—which sum will be paid to the company out of the funds of the labour organization.

DOMINION OF CANADA

# THE LABOUR GAZETTE

ISSUED BY

THE DEPARTMENT OF LABOUR

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*(PUBLISHED MONTHLY)*



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EDITOR :

W. L. MACKENZIE KING, M.A., LL.B.

*Deputy Minister of Labour.*

ASSOCIATE EDITOR :

ROBERT H. COATS, B.A.

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OTTAWA,

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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. III—No. 10.

APRIL, 1903

Price Three Cents

The **LABOUR GAZETTE** wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,  
OTTAWA, April 15, 1903.

A prominent feature of the present issue of the *Labour Gazette* is the amount of space devoted to the trade disputes of the month, three of which, namely, the strike of coal miners at Fernie, the strike of employees of the Quebec Southern Railway Company, and the dispute between the United Brotherhood of Railway Employees and the Canadian Pacific Railway Company, are treated in special articles. In addition, the article dealing with the general strike situation of the month is longer than usual on account of the unusually large number of strikes reported to the Department.

An attempt has been made to treat in a descriptive and statistical way the beet sugar industry as recently established in the province of Ontario. The fact that the industry in question, although already representing a large investment of capital, and a considerable production of sugar, has not as yet reduced its operations to their final form made the presentation of accurate statistics somewhat difficult, but it is

hoped that from another point of view the same conditions will render the present reference to it in the *Labour Gazette* of general interest

The first of a series of articles dealing with the subject of cost of living in Canada, and representing the result of an investigation carried on by the department over the past four months, is published in the present issue. The article defines the scope and plan of the investigation and the method in which it is proposed to present its results to the public all reference to statistics, and other detailed information, being reserved for the May issue of the *Gazette*.

A special article, in which a brief statement as to the condition in the printing trades in the maritime provinces, based on information obtained through special correspondence by the department during the month, is worthy of special reference. Statistics relating to agriculture in Manitoba and the North-west Territories, based upon returns recently published in bulletins of the Census Department, are also presented, and in view of the proportions which the immigration and colonization movement of the present year have already assumed, are of special significance.

Other special articles of the issue are :— A report of the proceedings of the British Columbia Mining Association recently organized at Victoria, B.C.; an article dealing with the coal situation in Canada during the month of March, on similar lines to those adopted in previous articles on the subject in the *Gazette*, supplemented by special reference to the finding of the

United States Commission in the matter of the prolonged dispute of 1902 between the mine operators and miners in the anthracite regions of Pennsylvania; an article dealing with technical education in the United States and in Europe; and an article describing the growth and present position of labour organizations in Mani-

toba and the North-west Territories, in continuance of the series begun in the September, 1902, issue of the *Gazette*.

There are the usual references to industrial inventions of the month, government contracts, new unions formed, reports of Departments and Bureaus and recent legal decisions.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MARCH.

### I.—GENERAL SUMMARY.

THREE special features may be noted as constituting the leading developments of the month of March in the labour market of Canada. The exceptionally early opening of the spring season influenced employment very materially in many branches of industry, agriculture, lumbering and the building trades being especially affected; the process of rearranging the various wages schedules for the coming season was begun on an extensive scale; and the immigration movement, both from Europe and from the United States, set in on a scale never before recorded in the history of Canada. Apart from these developments the month was characterized by unusual activity in the several trades and industries, dullness being reported from only a few localities, and being due for the most part to special and temporary causes. As a result largely of the demand for increased wages above referred to, the strike record for the month was high, 17 new disputes, not including sympathetic strikes, being reported to the department as against 12 in February and 12 in the corresponding month of 1902. The opening of the Dominion parliament and of the legislatures of Nova Scotia, Quebec, Ontario and Manitoba, by all of which bodies legislation of considerable importance to labour is in contemplation, may be referred to as another interesting feature of the month.

#### Arrangement of Wages Schedules.

From the standpoint of labour the developments of leading importance during

March had to do with the arrangement of wages scales in the several trades and industries to cover the approaching season of activity. In this connection a considerable body of information has reached the department, and although in many cases complete details as to particular increases granted were not obtainable at the close of the month, the facts that the movement has been inaugurated on an extensive scale, and that the tendencies in the labour market are towards a higher rate of remuneration, were made sufficiently clear. The subjoined statement, accordingly, of the classes of workmen reported as having obtained improved wage schedules during March, while not complete, will show that the movement is general throughout Canada, and that the great majority of the trades have been more or less affected by it.

#### Wages Increases Granted.

The following is a partial list of the wages increases reported to the department during March\*:

Painters at Halifax from \$10 to \$12 per week after May 1; plasterers' labourers, St. John, from \$1.25 to \$1.60 per day after March 1; granite cutters, Montreal, 10 per cent increase with 9 hour day; shoe machine workers (1,500), Montreal, from 10 to

\*It is the intention of the Department to publish in a coming issue of the *Gazette* a special article dealing with the spring changes in the rates of wages in Canada, in which full particulars as to individual changes will be presented and the general situation analysed from various points of view.

20 per cent; employees of shipping agents, Montreal from 5 to 7½ cents per hour; street railway employees, Ottawa, 10 per cent increase; stonemasons and bricklayers, Ottawa, from 36 to 40 cents per hour; cabmen, Ottawa, an improved tariff; employees Belleville Canning Company, Belleville, from 15 to 25 per cent; painters, Kingston, \$2 per day of 8 hours; journeymen tailors, Toronto, marble workers, Toronto, policemen, Toronto, 7 per cent; painters on King Edward Hotel, Toronto (150), from 30 to 35 cents per hour; fruit basket-makers Stoney Creek, 3 cents per hundred baskets until July 1, 2 cents after that date; teamsters, Hamilton, from \$36 to \$38 per month; employees of Canada Scale Works, Hamilton, 5 to 12 per cent; employees at gas works, Hamilton, 10 per cent after April 1; building trade, St. Catharines; carpenters, Brantford, minimum of 20 cents per hour, with 54 hour week for outside work and 59 hour week for factory work, with time and a quarter up to ten o'clock and time and a half after ten o'clock; blacksmiths' helpers, Brantford, from \$1.25 to \$1.40 per day; barbers, Brantford, improved tariff after April 1; painters and paperhangers to a minimum of 20 cents per hour for painters and 22 cents for paperhangers after March 1; post office employees, Brantford, 25 per cent; employees, Brantford, of Cockshutt Plough Company and Verity Plough Company, and Waterous Engine Company, 5 per cent increase; labourers, Brantford, to \$1.60 per day; labourers, Collingwood, 2½ cents an hour; textile workers, Hespeler; bricklayers and stonemasons, Guelph, from \$2.15 to \$3 for 9 hours after March 1; carpenters and joiners, Guelph, from \$1.50-\$2.25 for 10 hours to 25 cents per hour, with 9 hour day; painters, paperhangers and decorators, Guelph, from \$1.50-\$2.25 for 9 hours to 25 cents per hour; stonecutters, Guelph, from \$2.75 for 10 hours to \$3 for 9 hours after April 1; upholsterers, Guelph, from \$2 for 10 hours to \$2.25; textile workers, Guelph, 8 to 25 per cent; painters and decorators to a minimum of 20 cents per hour; C. P. R. team drivers, London, slight increase, with 15 cents per hour allowed for

overtime; policemen (42), London, 7½ per cent increase to men and 5 per cent increase to officers; firemen, London, 5 per cent; barbers, London, improved schedule; labourers, London, to 20 cents per hour; locomotive engineers and firemen, M.C.R. Co., slight increase, with compensation for time lost on sidings; structural bridge and iron workers, Fort William; bricklayers and masons, Fort William and Port Arthur; bricklayers, stonemasons and stonecutters, Winnipeg, from 52½ to 55 cents per hour, with a 53 hour week; miners in employ of Crow's Nest Pass coal Co., Fernie, B.C.\*; carpenters at Vancouver, 40 cents per hour, with 8 hour day; plasterers' labourers at Vancouver to \$3.50 per day of 8 hours after April 1; blacksmiths, Victoria, to a minimum wage of \$3.50 for smiths and \$2.50 for helpers, with a 9 hour day; carriage and wagon workers, Victoria, improved schedule.

#### Increases Asked For.

In addition to the above statement as to wages increases reported to the department, it may be pointed out that in order to form a proper estimate of the movement towards a higher rate of wages during March, reference should also be had to the various petitions which were presented by workmen of different classes for higher rates of wages, and which had not received a definite settlement up to April 1. Among these classes may be mentioned the following: builders, labourers, carpenters and joiners, St. John; stonecutters, painters, builders' labourers, longshoremen, and marble workers, Montreal; printers, tailors, plumbers, stonecutters and plasterers, Ottawa; lumber mill labourers, Hawkesbury; iron moulders (piece and day work), longshoremen, teamsters, bartenders, cigarmakers, Hamilton; cabinet makers, longshoremen, plumbers, city scavengers, teamsters, tailors, cooper, brickmakers, bricklayers, firemen,

\*A full reference to the wages changes affected at Fernie as a result of the recent strike will be found in a special article relating to the strike on another page of the present issue of the *Gazette*.

plasterers and journeymen bakers, Toronto; printers and pressmen, St. Catharines; members of the A.F. of L. and Pulp Mill Employees, Thorold; painters, Guelph; bricklayers, Stratford; bricklayers, carpenters, painters, builders' labourers, plumbers, street railway employees, boiler-makers, moulders, machinists, railway trackers and city firemen, London; civic street railway employees, St. Thomas; painters and carpenters, Chatham; builders' labourers, carpenters, lathers and plasterers, Winnipeg; harness makers and saddlers, Victoria. In the logging camps of British Columbia, also, higher wages are being asked by the various classes of labour employed. Conductors, brakemen, baggagemen and yardmen on the Pacific division of the C. P. R. also asked for increases. The letter carriers throughout Canada, with the exception of Brantford, Ont., have united in requesting an increase in the existing wage maximum from \$50 to \$60 per month. The above enumeration, while it does not cover in detail all cases in which higher rates of wages were requested by work people up to the end of March, is sufficiently inclusive to indicate, in connection with the preceding paragraph, the extent of the movement in Canada, both territorially and according to classes of labour affected.

### The Agricultural Industry.

The early opening of spring was the cause of unusual activity for the time of year in the agricultural industry. The question of an adequate supply of farm help, especially in the province of Ontario, was, accordingly, very actively debated, and a number of references to its alleged scarcity will be found scattered through the reports of correspondents in the present issue of the *Gazette*.

As a rule the outlook for fall wheat in Ontario was reported as fair, though the exposure of the fields to the sun and frost by the early disappearance of the snow caused considerable damage. Reports were uniformly to the effect, however, that the crop has wintered well. A fair

crop of maple sugar is also reported from the province of Quebec.

A feature of the month was the number of meetings of various agricultural societies held at different points throughout Canada. Among these may be mentioned an important convention of Fruit Growers of the Niagara district, held at Stoney Creek beginning on March 13; and the annual convention of the British Columbia Fruit Growers' Association, held at Victoria. Various agricultural societies of the province of Quebec also met in convention in Quebec city on March 17, five hundred delegates representing different societies being present. Important meetings of dairymen were also held at Hemingford and Cowanville, Quebec. At Brandon the important subjects of grain loading facilities and the equitable allotment of cars was discussed at a meeting of the Provincial Grain Growers' Association of Manitoba held early in the month for purposes of organization. The Canadian Forestry Association also held a meeting in Ottawa during March.

### The Lumbering Industry.

The early advent of the spring season has also been attended with important consequences to the lumbering industry. The cut, owing to the prevailing cold weather up to March 1, was reported from most quarters as satisfactory, and for this reason the rapid disappearance of the snow has caused additional inconvenience, a considerable quantity of square timber being left in the limits until next winter. The demand for men for the drives was also, in consequence of the early season, very active, and the difficulty in obtaining the required number caused an increase in wages to an extent never before recorded in the industry, as high as \$45 per month with board included being offered in many instances. A feature of the industry in Western Canada was the stimulus imparted to it in the Kootenay district of British Columbia by the active state of the lumber market throughout the North-west Territories, caused by the influx of immigration, and in the Okanogan

district in British Columbia which is also being rapidly filled up with settlers. Some complaints as to lumber prices were registered during March, and definite charges as to the existence of a combination of dealers for the undue enhancement of prices were laid, the city council of Winnipeg having appointed a special committee to investigate the charges in detail and report thereon. The British Columbia Association, against which organization the charges were reported, stated in reply that the association was merely in the nature of a chamber of commerce for the protection of the general interests of the industry, its numerous members being free to fix their own prices.

### The Fishing Industry.

The fishing industry has been on the whole inactive during March, small catches being reported on the Great Lakes, and the active season proper not having yet begun in the maritime provinces. The appearance of the annual report of the Department of Fisheries, which is reviewed elsewhere in the present issue of the *Gazette*, was an important return of the month. In British Columbia arrangements for the coming season's operations in connection with the salmon catch are in active preparation.

### The Mining Industry.

In mining the most important developments of March occurred in British Columbia. These unfortunately were for the most part of an unfavourable nature. The continuance of the Fernie strike was attended with very serious consequences, the smelters over almost the whole of the province being forced to close down, and the closing of the Extension Mine on Vancouver Island, by which 1,000 men were thrown out of employment, was also an event of the month which interfered seriously with business conditions in British Columbia, although the settlement of the strike at Nanaimo was an influence towards better conditions. The organization of the British Columbia Mining Association\* was an

important event in mining circles of the month, as was also the annual meeting of the Canadian Mining Institute held in Montreal, Que. Reports from the Yukon are to the effect that the outlook for hydraulic mining during the coming season is particularly promising.

According to the report of the Geological Survey, the total output of mines in Canada during 1902 totalled in value \$64,970,732, as compared with \$66,702,708 in 1901. The falling off, however, is due not merely to the decrease in the Yukon output, which amounted to \$3,500,000, but rather to the very considerable falling off in values of other metallic minerals. The growth of the whole mining industry over the past decade is evidenced by the fact that the total production in 1894 was only \$19,931,158. Returns of the mineral output of the province of Ontario during 1902 were also published in March, and show a total value of \$13,577,440, being an increase of \$1,746,354, or 19 per cent. The chief increases were in steel, nickel, iron ore, cement, stone, petroleum products, copper, lime and mica. There were decreases, on the other hand, in natural gas, brick, carbide of calcium and drain tile. Arsenic mining in Hastings county was active during March, and further strikes of oil in Raleigh township, Kent county, were reported.

In Nova Scotia the exceptional prosperity of coal mining received a check because of a fire in Dominion No. 1 pit at Glace Bay, which broke out on March 19, and had not been brought under control at the end of the month.

### Activity in the Trades.

As will be seen from the reports of local correspondents, the several trades were well employed during March. There were local exceptions, as at Three Rivers and Nanaimo, where general dullness seems to have correspondents the several trades were well employed during March. There were local exceptions, as at Three Rivers and Nanaimo, where general dullness seems to have been the rule. On the whole, however, skilled labour has been active. This has been

\* A full report of the Convention at Victoria will be found elsewhere in the *Gazette*.

particularly true of the classes engaged in the building trades, in which weather conditions were generally favourable, and prospects are for a more active season than in many years. The metal and engineering branches and the woodworking and furnishing trades have also been very busy. In the remaining branches referred to in the reports conditions are less uniform, though they compared favourably on the whole, both with the preceding month and with the corresponding period of 1902.

### The Transportation Problem.

The activity of the transportation companies, which has been so marked since the beginning of the year, continued during March and railway employees all over the Dominion report exceptional abundance of employment. Several complaints of a shortage of railway cars were registered by manufacturers and other shippers, especially in British Columbia and throughout the North-west Territories, where the demand for rolling stock to move in settlers and their effects has interfered seriously with the marketing of last year's crops.

Plans for railway extension by various roads and more particularly by the Canadian Northern and the Canadian Pacific Railway were announced during the month for the coming season on a very extensive scale, especially in Manitoba and the Territories.

It was announced that a new line of freight steamers would be established for the lake trade between Montreal and Lake Superior ports. The vessels are to be of the maximum draft that can be run with safety through the canals, and will be devoted exclusively to the freight and grain traffic. Two of the vessels are Canadian built and the third is now under construction at Glasgow, Scotland. Ports of call will be Toronto, Hamilton, Windsor, Sault Ste. Marie and Fort William, the terminal ports being Montreal and Port Arthur.

In ocean transportation an important event was the invitation of the Dominion government for tenders for an improved

steamship service for the transportation of passengers, mails and freight between Great Britain and Canada for a period of ten years, beginning in May, 1905, the service to be fortnightly and the vessels to be capable of not less than 21 and 16 knots respective speed at sea in moderate weather. The routes are also specified.

The purchase by the Canadian Pacific Railway Company of the Elder-Dempster fleet of trans-atlantic steamships was another important development. The vessels will in future ply between London and Montreal, the new owners of the line having abandoned the plans for a Glasgow-Canada service. The service will be bi-weekly, with a weekly service between Liverpool, Bristol and Montreal. A number of large steamers will be built and added to the service.

The introduction into the House of Commons by the Honourable the Minister of Railways of a Bill for the creation of a railway commission was the subject of much discussion in transportation circles during the month.\* The Speech from the Throne in the Dominion Parliament also announced the government's intention to appoint a commission to report on methods of improving the means of freight transportation by the St. Lawrence route, and on other matters of rail and water transportation. The commission will consist of five expert members.

### The Immigration Movement.

The unprecedented scale on which the immigration movement of the year has set in, constitutes an important development of the past month. It was impossible on April 1, to obtain an accurate return as to the exact proportions of the movement, though the references contained from day to day in the press of the Dominion and a number of reports received at the Department of Labour from other sources indicate its extent with sufficient clearness to admit

\*An article giving a summary of the provisions of this measure was printed in the *Gazette* for May, 1902, p. 681.

of a fairly accurate estimate of the movement as a whole.

At St. John and Halifax several ship-loads of immigrants from Europe have arrived and have been distributed in an almost continuous stream through central and western Canada, crowded settlers' trains passing westward almost daily. The good class of immigrants represented in this year's movement has also been generally remarked, the large proportion of those arriving during the month being from the agricultural districts of England and Scotland, and the Canadian emigration offices in Great Britain being crowded with inquiries for information concerning the Dominion and the prospects of settlers there.

The subject of the reception and care of this large body of immigrants is receiving the earnest attention of the immigration branch of the Department of the Interior, and every possible precaution is being taken to provide for the convenience and comfort of the new settlers, especially in cases where large bodies of inexperienced immigrants are settling in one group, one fourth of the land in the districts thus affected being reserved for homesteading.

Transportation of Immigrants.

A very important and significant event of the month, in connection with the immigration movement, was the notice given by the Allan line of steamships to its continental bookers to decline to accept further booking of European immigrants for Canada. As one result, considerable alarm was caused among a large number of emigrants who were waiting to embark for Canada. Five steamers of the Allan Company, the first sailing on March 19, were reported absolutely full on that date, and three subsequent steamers, completing the list of sailings up to April 30, were reported on the same date as very nearly full. The Beaver steamers were also reported full until April 13, about the middle of the month, and the Dominion line was also crowded. The number of second class passengers re-

ported by the various lines is taken as indicating that a desirable class of immigrants is arriving. It is estimated that from present indications over 110,000 immigrants from Europe will be brought into Canada during the present year.

Immigration from the United States.

The movement of settlers from the western States of the United States into Canada, which was so marked a feature of the season of 1902, has re-opened with little apparent diminution in extent, the inspectors of Canadian emigration agencies in the United States reporting the outlook in this respect as even better than last year, hundreds of homesteaders of a most desirable class have already crossed the boundary, and conservative forecasts place the number of United States settlers on Canadian lands during the present season at 37,000.

January and February Immigration Returns.

The following statement of immigrant arrivals in Canada for the month of February, and for the period dating from January 1 to the end of February is supplied by courtesy of the Superintendent of Immigration :

	Total for February.	Total from 1st Jan. to end of Feb.
Various nationalities..	1,630	3,451
Returned Canadians ..	141	304
Tourists..	21	34
Arrivals at ocean ports..	1,792	3,789
U. States per Winnipeg..	1,344	2,376
	3,136	6,165

Under the head of various nationalities above the following may be presented as the leading items :

	Total for February.	Total from 1st Jan. to end of Feb.
Austrian ..	37	55
Finnish ..	109	230
German ..	44	145
English....	719	1,100
Scotch ..	109	185
Irish ..	59	98
Italian..	98	160
Russian ..	247	631

Emigration returns prepared by the British Board of Trade show that a total of 23,-

363 persons of British origin left the United Kingdom during January and February, as compared with 16,178 in the same period last year. Of these 2,953 sailed for British North America, or an increase of 1,758 over the same period of last year.

### Colonization in the Provinces.

From present indications there will be a large influx of settlers into the various districts of New Ontario during the coming season, and various arrangements are being completed for their reception. The older districts of the provinces will be chiefly drawn upon for settlers, though arrangements are under way for extending operations in this connection beyond the confines of the province. Construction has proceeded continuously throughout the winter on the Temiskaming railway, between 1900 and 2,000 men being employed during March. The grading completed to the end of February is about 23 miles. Over 3,000 tons of supplies have already been forwarded from the various towns in Ontario, and by June 1 it is estimated that forty miles or roadbed will be ready for track-laying, which will proceed at the rate of 25 miles per month.

In the province of Quebec colonization operations during the coming year will proceed under the 'reserve' system recently inaugurated for the protection of colonists from the competition of land speculators. The tract in question is a section three miles wide and thirty miles long in the district of Lake Nominique.

### The Ontario Labour Market.

Closely associated with the immigration movement of the present season, and constituting one of its most important phases, is the scarcity of skilled labour which has been alleged to exist in several departments of industry more or less generally throughout Canada, but particularly in the province of Ontario. The business of the manufacturers who use iron as raw material, is, it is claimed, most seriously threatened in this connection, and a significant event

of the month was the reception by the Premier of Ontario of a deputation, including the President of the Canada Locomotive Works at Kingston, the General Managers of the Polson's Iron Works and Metallic Roofing Company, of Toronto, and of the Moffatt's Stove Works at Weston, and other important manufacturing establishments throughout the province, who asked for immediate assistance from the government for relief of the stringency alleged to exist in the skilled labour market of the province. According to the deputation there was employment in the country at present of five thousand skilled mechanics, without reference to the possibility of further business expansion and the establishment of new industries on a large scale. The Canadian Manufacturers' Association was also reported as having taken action during the month towards securing definite information as to the present condition of the labour market in Ontario. The Superintendent of Neglected Children for the province stated that he was in receipt almost every day of letters stating that homes are available for boys and girls in return for the help they can render, and the Provincial Director of Colonization also took action looking to the increase of the supply of labour for the agricultural industry. On the other hand a number of protests were reported from representative labour bodies against any further importation of labour in response to the request of the manufacturers in question, on the ground that the needs of the situation have been greatly overestimated and that with proper action on the part of the employers in regard to wages and other labour conditions, the market might better be left to adjust itself.

### Manual Training and Technical Education.

The subjects of manual training and technical education received considerable attention at various points during the month, especially at Berlin and Brantford Ont. The Hamilton Trades and Labour Council placed itself on record as opposed

to the introduction of manual training into the Collegiate Institute on the grounds that the money could be used to better advantage in the establishment and maintenance of a technical school. The progress of the movement for the incorporation of manual training into the Ontario school system, however, is evidenced by the following figures showing the approximate number of pupils who are at present being taught manual training in Ontario schools: Toronto, 1,520; Ottawa, 1,680; Brockville, 300; Kingston, 180; Brantford, 300; Renfrew, 100; Woodstock, 100; London, 300; Cobourg, 80; the total for the province being about 4,560. During the present session of the Quebec legislature it is expected legislation will be passed for the development of technical education and manual training in the public and Normal schools of the province.

### Imports and Exports.

Turning to the general trade situation in Canada, it is estimated that if the rate of increase recorded during the first eight months of the present fiscal year in the export and import trade of the Dominion is maintained until the end of June, the aggregate figures will approach the unprecedented total of \$460,000,000, or \$35,000,000 more than in 1901-02, and \$213,000,000 more than in the fiscal year of 1893. For the eight months ending February 28, the aggregate trade of Canada amounted to \$291,284,240, or a gain of \$27,808,956 as compared with the same period of 1901-02. Domestic exports exceed imports for consumption by \$12,885,000. In exports for the past eight months there was an increase in round numbers of \$1,750,000; in the exports of manufacture of \$7,000,000; in farm products of \$9,000,000; in animals and their products of \$3,000,000, and of \$3,000,000 in the products of the forest. The falling off in the British Columbia salmon pack caused a decrease of \$2,000,000 in exports of fisheries, and a second decrease of \$2,000,000 was also shown in products of the mine. The following are the comparative figures of imports and exports, exclusive of coin and bullion:

		Imports.	
		1902.	1903.
Dutiable goods....	.. \$	74,368,939	\$ 84,571,984
Free goods..	.. ..	49,342,300	51,020,505
Total..	.. ..	\$123,711,239	\$135,592,489
		Domestic Exports—Six months.	
		1902.	1903.
The mine..	.. ..	\$ 24,617,043	\$ 22,731,562
The fisheries....	.. ..	10,798,438	8,450,122
The forest..	.. ..	22,240,309	25,690,415
Animals and their produce....	.. ..	44,203,926	53,116,770
Agriculture..	.. ..	21,890,748	29,015,941
Manufactures..	.. ..	11,424,953	13,010,741
Miscellaneous..	.. ..	24,804	69,341
Total..	.. ..	\$135,200,221	\$152,084,622

For the month of February, the imports were \$15,545,478, as compared with \$13,499,531 for February, 1902, while the exports were \$11,441,957, as against \$8,362,727 for the same four weeks of the previous year.

A Franco-Canadian steamship service will be inaugurated in April, a monthly steamer to ply between La Pallice, France, and Montreal. The steamers' speed will be from ten to twelve knots. La Pallice has abundant facilities for warehousing, and has direct access to Paris, Lyons, Limoges and other important French industrial centres.

### Anglo-Canadian Trade.

The report for 1902 of the Canadian High Commissioner in London was received during March, and contains a number of very interesting trade returns. Cattle imported from Canada into the United Kingdom, according to the report, show an increase of 5,400, and it is urged, in view of this, that increased attention be paid to the dead meat export trade. It is also stated that Canada is now the second largest shipper of wheat to the United Kingdom, although last year's shipments did not amount to more than 10 per cent of the whole importations of wheat into Great Britain. A gratifying increase in the quantity of flour imported is also remarked upon. Imports of butter from Canada have almost doubled during the past three years, amounting in 1902 to \$6,736,000. As the total imports of butter into Great Britain

were over \$102,000,000, however, there is still a very large market for the produce of Canadian creameries. Canadian cheese was imported to the extent of \$21,500,000, or 67.2 per cent of Britain's total import, as compared with 59.8 per cent the year previous. The quality of the cheese received from Canada was reported as the best on record. Wood pulp imports from Canada also materially increased.

The British Board of Trade returns for January and February show the following material increases in British imports from Canada: Wheat, £197,000; wheat flour, £9,000; bacon, £99,000; cheese, £51,000; oats, £18,000; cattle, £155,000; lambs, £9,000; ham, £24,000; eggs, £10,000; sawn wood, £23,000; canned salmon, £84,000. The January and February decreases in imports to Britain from Canada have been as follows: Peas, £15,000; butter, £6,000; canned lobsters, £2,000; hewn wood, £2,000. British exports to Canada have increased in January and February, as follows: Salt, £1,000; spirits, £5,000; wool, £3,000; oilseed, £7,000; galvanized sheets, £3,000; tinned plates, £13,000; cutlery, £2,000; cotton piece goods, £6,000; jute piece goods, £15,000; linen piece goods, £6,000; worsted tissues, £38,000; carpets, £16,000; haberdashery, £10,000; apparel and slops, water-proofed, £10,000; earthenware, £4,000. British exports to Canada have decreased in the following lines: Unwrought iron, £1,000; hardware, £1,000; woollen tissues, £1,000; silk, £1,000; exports for railways (total) £2,000; iron bars, £2,000; sheets and plates, £29,000.

### Domestic Trade Returns.

Domestic trade continued satisfactory throughout Canada during March. Weather conditions were on the whole favourable, the early opening of spring having stimulated a number of lines considerably, though bad roads at a few interior points caused temporary dullness. Payments were well met by retailers, and prospects for the balance of the spring and summer season are exceptionally promising. Though the large operations projected in

various industries have caused an increased demand for money, no stringency as yet, either actual or perspective, has been felt in financial circles, the banks having taken the precaution to anticipate the expansion in the demand for funds.

### Banking Operations.

One or two developments of the month in banking operations are worthy of special reference. The application to Parliament of the shareholders of the Molsons Bank for an increase in the capital stock of the bank from \$2,500,000 to \$5,000,000 may be recorded as illustrating conditions more or less typical of the banking business throughout the country. The annual report of the Bank of British North America, published on the 19th of the month, also shows an excellent year and a considerable extension in the bank's business. Another event of importance in banking circles was the absorption of the Halifax Banking Company, capital \$600,000, by the Canadian Bank of Commerce, which, until the recent establishment of a branch at Sydney, had no offices in the Maritime Provinces. The entire staff of the Halifax bank will be taken into the service of the Bank of Commerce. The amalgamation will add 17 branches to the bank.

### Revenue and Expenditure.

The monthly statement of revenue and expenditure of the Dominion for the eight months ending February 28, shows a total of \$41,103,486, or an increase of \$4,536,689 over the same period of last year. There was an expenditure of \$29,923,086, or an increase of about \$500,000 over 1902. Capital expenditure was \$5,459,916, a decrease of nearly \$3,000,000 as compared with 1902. The totals for the eight months are as follows:—

	1902.	1903.
Customs.. . . .	\$20,527,982	\$23,410,062
Excise.... .	7,476,996	7,943,340
Post office.... .	2,400,833	2,779,455
Public works, &c.. . .	4,087,872	4,635,412
Miscellaneous.. . . .	2,073,114	2,334,217
	<hr/>	<hr/>
	\$36,566,797	\$41,103,486
Expenditure.... .	20,057,067	29,523,086
Capital expenditure... .	8,354,872	5,459,916

The revenue for the month of February was \$4,656,353, an increase of over \$600,000 compared with the same month of 1902. The expenditure for the month showed an increase of about \$50,000.

The main estimates for 1903-04, as submitted to the House of Commons by the Honourable the Minister of Finance on March 16, provided for a total expenditure of \$57,109,974, of which \$6,429,750 is chargeable to capital and \$50,680,224 to consolidated account.

Financial returns presented to the House of Assembly of Nova Scotia showed the total provincial revenue from all sources to have been the largest received since confederation, amounting to \$1,140,216. The total expenditure was \$1,087,406, leaving a surplus of \$52,814. The increase, it was stated, was almost entirely due to the activity in the coal industry, now the chief source of the Provincial revenue.

The financial statement of the Provincial Treasurer of Quebec also showed a surplus of \$24,492.56.

### Notes of the Month.

The fourth annual convention of the Dominion of Canada Harness Makers' As-

sociation was held in Toronto, about one hundred delegates being in attendance.

The Census Commissioner reported the Esquimo population of Ungava to consist of one hundred and seventy-four men, women and children, comprising forty-two families.

A considerable shortage in the ice harvest is reported from several points, owing to the early break up of winter, and some fears are being entertained as to the sufficiency of the supply for the requirements of the coming summer season.

The announcement was made by the Canadian Postmaster General of a reduction of the postal rate on newspapers and periodicals to Great Britain to the basis of that charged for domestic carriage, the consent of the Imperial authorities having been finally obtained to the change.

The consolidation of a number of the leading packers of Ontario into one large company, incorporated under the name of the Canadian Cannery Consolidated Companies, Limited, with a capital of \$2,500,000, was announced. The company, which will have its headquarters in Hamilton, Ont., will take over the factories and business of the leading fruit and vegetable packers of Canada.

## II. REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month has been a quiet one in the labour market, compared with the previous month, although for the season conditions were about normal. During the latter part of the month the weather has been very good, and as a result several out-door operations in the building trades were commenced. About the first of the month, however, one of the leading industries of Halifax was destroyed by fire, throwing

some 300 hands out of employment. Many of these are now re-engaged, but a large number are yet idle as a result. Commercial activity has continued as brisk as during the previous month, and the wholesale and retail trades were quite busy. An important event of the month was the increase in wages of the painters, which, it is understood, the employers have agreed to pay commencing May 1st, 1903, the increase being from \$10 per week to \$12. A relaxation in the printing trade was one of the unfavourable indications of the past month, and contrary to expectations, many printers are idle. On the whole, however, the future looks very bright, and it

is quite likely that the coming season, especially in the building trades, will be one of the best in the history of the city. The market is free of any industrial un-rest.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculturists* report the ground almost entirely free from frost, and ploughing will commence at an early date.

The *fishing* industry has been about normal during the past month, but the indications for a promising spring are assuring.

The most serious accident of the present year in *mining* in Nova Scotia occurred at Dominion No. 1 mine of the Dominion Steel and Coal Company, Limited, about the middle of the month. The fire occurred in one of the lower working places of the mine. It has not yet been extinguished, but at times has threatened the destruction of the mine. By the heroic work of the men, however, the fire region has been kept under control, and the necessity for submerging the mine has not yet come, although all preparations for flooding from the ocean have been made. The fire has thrown the employees of the mine out of work, but the management issued a circular saying that all men hitherto employed at Dominion No. 1 might find work at the other collieries of the same company. The general condition of the coal mining industry and the prospect of great progress and development during the coming season demands more coal miners. The bringing in of the best class of coal miners into Nova Scotia is being advocated. The coming year will undoubtedly be the greatest year in the period of coal-mining in Nova Scotia. There are signs indicating the prospect of considerable growth in gold mining. The Government of Nova Scotia is introducing at this season a measure calculated to encourage this industry, and better methods are being adopted. Altogether all signs point to next summer being one of exceptional activity, and increased interest in mining matters generally.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—All phases of this branch of labour have been quiet during the past month, although there has been a little stir among carpenters, bricklayers and stone cutters. The season is early, however, and great activity is promised.

*Metal, engineering and ship-building trades.*—Iron moulders have had a fairly active month. Machinists were busy. Electrical workers were very brisk. Stove mounters, blacksmiths, boilermakers, and shipwrights were fairly well employed.

*Woodworking and furnishing trades.*—There has been considerable activity among upholsterers, carriage and waggon makers, and coopers during the month, and future prospects look promising.

*Printing and allied trades.*—Printers have had a poor month, pressmen are normal.

*Clothing trades.*—Boot and shoe workers have had a fairly busy month.

*Leather trades.*—Harness makers have been well employed.

*Transport.*—All branches of locomotive and steamboat employees have been fairly active. Longshoremen and teamsters have had a good month.

#### FORMATION OF LABOUR ORGANIZATIONS.

What promises to be a large organization to be known as the "Drivers, Hostlers, and Stablemen's Union," held its first meeting during March, and decided, after electing a chairman and secretary, pro tem, to meet within two weeks and effect organization.

#### DISTRICT NOTES.

*Sydney.*—The Dominion Iron & Steel Co., will add three mills to its plant in October, for the manufacture of finished products.

*North Sydney.*—The new Manual Training Department of North Sydney academy opened March 5. The Marine Slip also opened on the same day.

*Amherst.*—The Robb Engineering Co., has declared a dividend of 8 per cent. The company will enlarge its plant, and prospects are reported very bright.

## CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month of March was in advance of that of February. In Charlottetown the tobacco factory of T. B. Riley & Co. re-opened after being closed for several months, while it was being rebuilt after a partial destruction by fire. The release of the two winter seamers, the *Minto* and the *Stanley*, the former disabled and drifting about the gulf for over two weeks in the same ice field in which her sister ship the *Stanley* had been fast for two months, was effected on the 17th. As a result trade, which had been almost demoralized in the meantime, owing to the congestion of freight at Pictou and Georgetown, picked up again. Banks report business being better in the latter part of the month than during February. Shipments of produce have been small, but preparations are being made for a brisk trade on the opening of navigation. Steamers, schooners and fishing boats are being got in readiness for spring work. The Dominion Packing Company has brought over new plant to be installed in an up-to-date canning establishment. The debris on the site of the old market building destroyed by fire is being removed, preparatory to beginning work at the construction of a new \$40,000 edifice. Work at the Hillsborough bridge has also been started for the season.

### CONDITION OF LOCAL INDUSTRIES.

Owing to the breaking up of the roads there has been little movement in agricultural products, and there has been very little doing on the farms. *Lobster fishermen* were busy preparing gear, but were ham-

pered by stoppage of communication and consequent scarcity of supplies.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters and joiners were comparatively idle until the latter part of the month. Plumbers were fairly busy.

*Metal, engineering and shipbuilding trades.*—Iron moulders were busy. Blacksmiths were fairly busy.

*Woodworking and furnishing trades.*—Woodworkers were fairly busy.

*Printing and allied trades.*—Printers have been busy.

*Clothing trades.*—Journeyman tailors were fairly busy. Boot and shoe workers had a fair month.

*Miscellaneous.*—Barbers found work fairly plentiful. Hotel, restaurant and theatre employees had a dull month.

*Transport.*—Freight-handlers were comparatively idle until the release of the winter steamers about the middle of the month. Longshoremen had little employment until the latter part of the month. Teamsters and expressmen had a fair amount of work.

*Unskilled labour.*—This class of labour has experienced a dull month.

## ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market for March showed much improvement over February, owing, no doubt, to the opening of navigation on the River St. John, and the early advent of spring. The supply of men, however, was equal to the demand. Carpenters and joiners have been steadily employed and painters have not been so well employed for a number of years. Masons and plasterers have not been doing much, but as the spring advances business improves. The Manchester, Robertson & Allison Co., Limited, has purchased the building ad-

joining the present premises of the firm and will convert it into sales room for gentlemen's furnishing goods and clothing departments, and will add an additional story to the warehouse in the rear of this building. Messrs. Edgecombe & Fredericton have opened up the Murphy Carriage factory, St. John, and will continue the business. Bank clearings for the four weeks ended March 26 were \$3,136,023; for the corresponding period last year they were \$2,657,336; being \$478,687 in excess of March 1902, and \$199,046 less than February of this year. The Union Bank of Halifax has opened a branch of its business in St. John. The carpenters and joiners have notified the contractors that on and after April 1st, the rate of wages will be \$2 per day. Miller Bros.' mill commenced operations on March 11th, a very early date, and on this account notified the men that the wages would be \$1.80 per day, the winter rate. The men refused to work for this amount, demanding the summer rate of \$2. The mill was shut down for one day. A satisfactory arrangement having been made, however, the mill resumed operations.

#### CONDITION OF LOCAL INDUSTRIES.

The *fishing* industry is improving, several large catches of gaspereaux having been made. They are selling at \$2.50 per hundred.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons continue fair. Carpenters and joiners are all well employed. Painters and decorators are busy. Plumbers, gas and steamfitters report work fair. Builders' labourers are fairly well employed, some of them having received an increase in wages on March 1. The old rate was \$1.25 per day, now it is \$1.60.

*Metal, engineering and shipbuilding trades.*—Iron moulders continue busy. Machinists and engineers are well employed preparing for the opening of navigation on the river. Electrical workers are busy.

Linemen are also busy. Boilermakers report business good.

*Woodworking and furnishing trades.*—Woodworkers are active. Shingle weavers are dull, but expect to be busy as soon as the mills open.

*Printing and allied trades.*—Printers and pressmen report work good, and bookbinders are active.

*Clothing trades.*—Journeyman tailors are very busy.

*Food and tobacco preparation.*—Cigar makers report work fair.

*Miscellaneous.*—Broom and brush makers are kept busy. Bartenders are all employed.

*Transport.*—Trackmen are busy. Freight handlers report plenty of work. Ship labourers are well employed. Street railway employees continue good. Teamsters report plenty to do.

#### DISTRICT NOTES.

*Chatham.*—The Board of Trade endorsed the proposition of a furniture factory being erected here, contingent on a company with a capital of \$50,000 being organized and employing 100 hands, the town to loan the company \$20,000 on such capital, repayable in twenty annual payments of \$1,000 each. The board advised that the company be assessed for only \$15,000.

*Campbellton.*—A New York pulp company has leased a large field a short distance from town and will erect a large pulp mill there.

*Dalhousie.*—A new convent is to be built here at a cost of \$8,000.

*St. George.*—On March 20 damage was done to the flume and flume piers of the pulp mill, and it will be three or four months before the damage can be repaired.

*St. Joseph's College.*—The New Brunswick Petroleum Company struck oil again on March 21, adding another to the rich yielding wells—well No. 24—at 300 feet.

*St. Stephen.*—About three hundred weavers of St. Croix Cotton Mill struck because of a new schedule of prices posted at noon hour on March 13. Most of the weavers have left for towns in Maine and Massachusetts. The Ganong Bros. candy factory was destroyed by fire on March 14, throwing one hundred and fifty people out of employment. The total amount of insurance was \$58,125, and the loss has been fixed at \$45,575.15, divided as follows: Buildings, \$8,167.76; plant, \$12,026.40; stock, \$25,380.90. This firm will rebuild at once.

*Spruce Lake.*—On February 28 the portable saw mill operated here was burned. Nothing was saved and the property and plant were entirely uninsured.

*Union Point.*—A strike took place at Cushing's mill on March 4, in which about two hundred men were involved. A new time-registering device had been instituted and the wharf men objected to being called four times a day to the mill to register. The men had no objection to the registering system, but did object to the long walk four times a day. Another cause for complaint was the delay caused by over one hundred and fifty men having to line up and punch the clock. After remaining out one week a satisfactory settlement was made, and the men returned to work.

## QUEBEC, QUE., AND DISTRICT.

*Messrs. Edward Little and P. J. Jobin, Correspondents,* report as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

Considerable improvement has been shown in labour conditions during March, over those of the previous month. Inclement weather caused loss of time in outside occupations, but the work of fitting out tugs, schooners, &c., for the navigation season caused overtime to be worked in the trades affected. The coasting trade has already opened, five schooners having arrived inwards on the 20th of the month, and several others having left Quebec for points in the Lower St. Lawrence since that

date. The strike in the boot and shoe manufactory of Goulet & Garant was settled on the 7th instant., the men returning to work on the 9th under satisfactory conditions. The repairing of the steamship *Iberian*, which has given employment to some 150 men throughout the winter will be completed shortly. The arbitration board, as constituted under the award of His Grace Archbishop Bégin, for the settlement of difficulties in the shoe trade is now complete. Mr. Ludovic Brunet, clerk of the peace, representing the employers, Mr. F. X. Boileau, civil employee, representing the workers, and Mr. J. E. Bedard, K.C., having been appointed as third arbitrator by the Chief Justice. Two bills in the interest of workingmen have been introduced in the Quebec legislature, namely, an Act to amend the Quebec Trades Disputes Act, and an Act to amend the Code of Civil Procedure 'as regards the seizable part of wages.' A deputation representing the Dominion Trades and Labour Congress had an interview with the government on the morning of March 9, to urge the establishment of free and compulsory education in this province, the abolition of the present objectionable system of house-leasing, the suppression of property qualifications for illegibility to public or municipal office, and the amendment of the law relating to mutual benefit and insurance associations so as to exempt workingmen's organizations from the operation thereof.

### CONDITION OF LOCAL INDUSTRIES.

The making of maple sugar has given considerable employment to farmers, though weather conditions have not been on the whole favourable.

During the latter part of the month the men employed in the lumber camps began to return, reporting a heavy cut for the winter.

Tenders are being called for for the construction of a second coal unloading apparatus for the Nova Scotia Steel and Coal Company, Limited. Those under construction for the Dominion Coal Company are

already well advanced and foundations being completed.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Fair conditions have prevailed with a greatly increasing demand for labour. Bricklayers and masons have had some jobbing work. Painters have had a fair month. Carpenters and joiners report improved conditions. Plumbers and steamfitters have been, on the whole, inactive.

*Metal, engineering and shipbuilding trades.*—Special activity has prevailed, overtime being worked, in the boilermaking and iron shipbuilding branches. Electrical workers and linemen are fairly well employed.

*Printing and allied trades.*—Printers and pressmen report every man working, overtime being the rule in many establishments. Book-binders have plenty of work.

*Clothing trades.*—Conditions are active, one clothing factory working overtime. Journeymen tailors are fairly well employed. Boot and shoemakers report better conditions than in February, nearly all factories working full time, and a couple working overtime.

*Leather trades.*—Fair conditions prevail, one factory working overtime.

*Food and tobacco preparation.*—Ice cutters ceased work for the season about the middle of the month. Cigarmakers and tobacco workers report trade good.

*Miscellaneous.*—The opening of the session of the provincial legislature has increased the employment of hotel, restaurant and theatre employees. The agricultural congress also held in this city during the month materially increased the transient population.

#### SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, Correspondent, reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally during March was in good demand. All branches of trade are fully employed, and all are working full time. Extra heavy orders in the machine shops call for a good deal of over-time, and in Jencke's machine shops the night shift is still on. The Crocker Bros., paper machine makers, of Pittsburg, Mass., who have established a branch here, expect to be in running order within a short time. The new iron bedstead factory started a short time ago reports business exceptionally brisk, and is now employing about fifty hands. The Canadian Rand Drill Company is making application for supplementary letters patent to increase the stock of the company from \$50,000 to \$150,000. This is necessitated by the rapid growth of this prosperous concern, which started in Sherbrooke only a few years ago, and has now developed into one of the best equipped shops in Canada. The question of erecting additional buildings is only a matter of a short time. The Jencke's Machine Company, will also, it is said, add to its establishment this summer, as the present buildings are inadequate for the growing business of the company. Retail trade was somewhat quiet during this month, owing to the roads breaking up.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are making preparations for the spring's work. During the past few weeks many have been busy in the maple sugar groves, but the return has been below the average this year.

The *lumber camps* are being broken up, and preparations for the drives are being made. It is reported that there will be a large quantity of lumber in the woods which had to be left, owing to the snow disappearing so early in the season.

All the *manufacturing industries* are busy. The woollen and carpet factories report business very good.

*Mine owners* expect to have their properties opened by the first of the month.

The first meeting of the Eastern Townships Mining and Smelting Company was held when directors were elected and stock lists issued. It is proposed to erect the smelter in the vicinity of Sherbrooke, and it is claimed that there are about sixty properties in the townships that can send their copper ore to this centre, and which will be developed as a result of this smelter being erected.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are fully employed, as are also the allied trades. Painters and paper hangers are in good demand.

*Metal, engineering and shipbuilding trades.*—Iron moulders and machinists report trade extremely good. During the month machinists were being advertised for by one firm.

*Woodworking and furnishing trades.*—Woodworkers are again fully employed. One of the sash and door factories, which was on three-quarter time, is now on full time, orders having been received necessitating full time for some time to come. Carriage and waggon makers report business good.

*Printing and allied trades.*—These trades are fully employed.

*Clothing trades.*—There is a good demand for capable pant and coat makers by the custom tailors, who report the spring trade exceptionally good.

*Food and tobacco preparation.*—Bakers and confectioners report business good. Cigar makers are working full time.

*Unskilled labour.*—This class of labour is at present in demand.

#### DISTRICT NOTES.

The *asbestos mines* in the district of Black Lake, Thetford and Danville, in the Eastern Townships, have been steadily increasing their production since the year 1880, when operations were first begun. The year 1901 witnessed a particularly

large increase, the production amounting to 32,892 tons, valued at \$1,248,645, an average for all grades of \$38.96 per ton. The grand total of asbestos and asbestic for the year, therefore, amounted to 40,217 tons, valued at \$1,259,759.

#### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

From an industrial standpoint March has been one of the quietest months in the year. Outside of operations in the woods very little work is going on. Unfavourable weather has interfered considerably with business and retail dealers report a bad month, occasioned by the bad country roads and the rain. Banks also report business not very good. The building trades, on account of the bad weather, are dull, but in face of this temporary depression everybody expects one of the best seasons. The situation in the manufacturing of boots and shoes is only fair just now, owing to the fact that spring orders are already largely filled up. Glove workers report a good month. Journeymen are very inactive at present; those working get 15 cents per hour.

#### CONDITION OF LOCAL INDUSTRIES.

Owing to the cold weather up to the first of March the *lumbermen* have had a prosperous time, and will no doubt turn out 15 per cent more logs than last winter. There is, however, a scarcity of men for the drive, and the cost of these will be more than last year. The men are asking from \$28 to \$50 per month and board.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Few bricklayers and masons are working. Painters, decorators and paper-hangers have little work, but expect to find it more plentiful shortly. Plumbers are very quiet.

*Metal, engineering and shipbuilding trades.*—Blacksmiths are not very busy. Bicycle workers are expecting one of the best seasons. Jewellers and watchmakers are very quiet.

*Printing and allied trades.*—Printers had as much work as last month. Photographers find work fair.

*Clothing trades.*—Garment workers report a good month for the season.

*Food and tobacco preparation.*—Bakers and confectioners report business as being as good as last month. Butchers are also fully employed, but cigarmakers and tobacco workers report business dull.

*Leather trades.*—Tanners and curriers report a good month.

## ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has not undergone much change during the month. A good deal of activity has prevailed in the Canadian woollen mills. In some of the branches, apart from those which work all night the year round, extra work has been the rule. Banks report a flourishing business. Merchants claim that business was comparatively slack owing to the weather. No labour difficulties have arisen between employer and employee with the exception of that on the Quebec Southern Railway. The strike of the employees of this company terminated on the 27th, the company having paid its employees the wages due them. The first train started on March 28 to take the paymaster of the road to Sorel, Noyan Junction and St. John d'Iberville to pay the wages due the employees at these places.

### CONDITION OF LOCAL INDUSTRIES.

The different local manufactories report business as brisk. A company has been formed, styled the St. Hyacinthe Distillery, Packing and Vinegar Company, Limited.

The cost of the buildings required, and of land and apparatus, will reach the sum of \$160,000. The contract has been given to Messrs. Tellier & Co., some of whose members are shareholders in the said company. The buildings, &c., are to be ready by the month of July. This company has a capital of \$260,000, of which \$160,000 have been subscribed and paid. The work has been given to local contractors and will be done by workmen from St. Hyacinthe.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers have had a fairly good month, as have also the carpenters. The Plumbers have been busy but not on new work. This last will also apply to gas and steamfitters.

*Metal and engineering trades.*—Iron moulders have had plenty to do. Machinists and boilermakers have been very busy with the exception of a few machinists in the employ of Hamel & Co., who are without work owing to the said company having left St. Hyacinthe for Haverhill, Mass., taking with it a number of its employees. Others have left for Montreal and other places.

*Woodworking and furnishing.*—Carriage builders are at present fully occupied.

*Printing and allied trades.*—The printers state that they have had a good month with nobody idle.

*Clothing trades.*—Custom tailors have been very busy and have plenty of orders ahead.

*Food and tobacco preparation.*—With bakers business is brisk. Cigarmakers have plenty to do.

*Leather trades.*—Tanners and curriers have had a good month.

*Miscellaneous.*—Barbers, clerks and delivery employees have an abundance of work. Hotel and restaurant keepers are doing a good business, as is also the Canadian laundry.

*Transport.*—All railway employees are fully occupied.

## MONTREAL, QUE., AND DISTRICT.

*Mr. J. S. Fitzpatrick, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

The mild weather during the month has given a decided boom to the building trades, and employment is unusually brisk for this time of the year, prospects for a good building season having never been better. The new public library, the civic hospitals, the various foundries, machine shops, and several banks that are to be constructed, will furnish work for a large number of mechanics and labourers. The early opening of navigation at this port has caused the wharfs and river front to become the scene of renewed activity, and there are many preparations under way for the busy season which is now so near at hand. Unusual effort and enterprise seems to animate all lines of trade, and it is predicted in shipping circles that the coming season will be for Montreal one of great prosperity, and that it will be marked by a material increase in commerce. Wholesalers in hardware, paints oils, and other heavy lines of merchandise, are actively employed in trying to fill the accumulation of orders that travellers have been sending in since January, and which are still coming in freely. Wholesalers of dry goods are pretty well through with spring deliveries, but travellers are reported as doing a satisfactory sorting business, and are already booking orders for some lines of fall goods.

## CONDITION OF LOCAL INDUSTRIES.

The Canadian Pacific Railway Company has announced a programme of improvements on a scale that will make the total expenditure in the neighbourhood of \$1,000,000 on railway construction and track repairing alone. This work will give employment to at least 3,000 labourers for the next eight months. The Montreal Street Railway Company will spend \$100,000 on improvements, and fully 1,000 unskilled labourers will be employed by this company during the summer

months. The completing of the Montreal Terminal Railway is to be pushed as rapidly as possible, and it is thought that the road will be in operation by August 15. In order to accomplish this, however, several hundred men will have to be constantly at work. The city of Montreal proposes to spend more than \$200,000 in repairing the streets and opening up new avenues. This will give employment to a large number of labourers. The plans of the new Canadian locomotive works, which are to be constructed at Longue Pointe, are all ready, and work will be commenced as soon as material can be got on the ground. A small force of men are now at work. It is estimated that the company will expend about \$800,000 on buildings alone. Never in the history of the Canadian Pacific Railway has so much activity been displayed as at present in the car shops of the Hochelaga works, where upwards of a hundred passenger cars are either being built or are in some stage of repairs. Of the new stock which is being constructed there are thirty first class coaches and six sleeping cars, while those undergoing repairs number about seventy, including sleepers, diners, passenger coaches, colonist cars, and other cars. At the DeLorimie avenue locomotive shops the same activity prevails, and engines are being turned out at the rate of one a week, while dozens are being repaired and rebuilt. Granite cutters are very busy at present. They have received an increase of 10 per cent in wages, and obtained a nine hour day, also recognition of the union.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—The stonecutters are very busy at present. They are considering the question of asking for more pay and shorter hours. Circulars have been issued by the Brotherhood of Painters, Decorators and Paperhangers to the employers in which the following demands are made: (1) That 25 cents an hour shall be the minimum wage for a day's work, to take effect April 1, 1903. (2) That eight hours shall constitute a day's work. (3)

That all overtime after regular day's work shall be paid time and a half up to midnight, after midnight double time. (4) That board, fare and travelling expenses be paid when sent outside the city. (5) That the union be recognized by the master painters, and that we keep our autonomy in regard to other trade unions. (6) That should any trouble arise between employer and employee, said trouble to be settled by an arbitration board composed of three master painters and three members of the union, decision to be final.

At the last regular meeting of the Builders' Labourers' Union, the offer made by the master builders was considered. The request of the union was for 22½ cents per hour for all hands, time and a half for overtime, double time on Sunday, and a nine hour day. The employers are willing to pay twenty cents per hour for all labourers, except pick and shovel men, for whom they propose to pay 16¾ cents; overtime and Sunday rates, and the nine hour day as requested, were conceded. The union refused to accept the propositions of the master builders, but submit the following rates for the further consideration of the master builder: 20 cents per hour for all men, except pick and shovel men, who would receive 18 cents per hour, and recognition of the union.

*Clothing trades.* The Canadian Federation of Boot and Shoe Workers of Montreal have obtained for its members an increase in wages from 10 to 20 per cent. Some 1,500 men will benefit by the increase.

*Transport.*—The local steamship agents have decided to pay the following rate of wages to their employees during the shipping season of 1903, which is from 5 cents to 7½ cents per hour, higher than last year, and are as follows: General cargo, day and night, 25 cents per hour; coal shovellers, 27½ cents per hour; grain, light or heavy, day and night, 25 cents per hour; all other labourers 25 cents per hour, day and night. Coal vessels, coal shovellers, 25 cents per hour, day work, and 40 cents during night; stagemen, 35 cents per

hour day and night. Lumber cargoes, side runners, 35 cents per hour day and night. All other labourers 25 cents per hour day and night. Midnight suppers will be provided by the ship; for Sunday work double time will be paid. On general cargo vessels there will be paid at the end of the season a bonus of 2½ cents per hour on all hours worked, to all labourers who commenced work on the dock in the spring, and continued throughout the season to the close of navigation.

### HULL, QUE., AND DISTRICT.

*Mr. Rodolphe Laferrière, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was inclined to dullness in the first part of the month, but was rather more active in the latter part preparatory to the opening of the mills owing to the early commencement of spring. The building trades are still idle, but common labour has started work. Eddy's numerous industries are very active, and the demand for paper, news and glazed; paper boards; pulp, wet and dry; matches; indurated fibre ware; and other products is in excess of the production. The average pay is satisfactory as evinced by the lack of any complaints by the employees. The city has been particularly favoured by the absence of strikes and lock-outs.

#### CONDITION OF LOCAL INDUSTRIES.

Workmen are now awaiting the opening of the sawing season, and all are sure of seven months' employment, especially since the announcement recently made that Mr. J. R. Booth will employ 2,000 more men than usual. This to some extent accounts for the present scarcity of men for the log drive on the upper Ottawa river and its tributaries. Shanty men have come down to Hull and other towns in this county to the number of about 1,200, all told, after a five months' run at \$30 to \$50 a month, and refuse to go up again for a three or four months' drive at \$35 to \$45 per month in

order not to spoil their chances of working in the mills here. The latter are expected to open in a few days, and a good season is announced. The cut as usual is all sold in advance, at exceptionally high prices. Labour had to be imported from Lower Canada to send up on the drive.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades have been idle for three months, but are expected to start work pretty soon. Hull contractors, however, have large public contracts in Ottawa and tradesmen will have work. A few bricklayers and masons are employed at \$2.75 per day. Stonecutters are at work, a good many being employed in the quarries at \$2.75 per day. A few builders' labourers are employed at from \$1.25 to \$1.35 a day. A few carpenters are also at work, but the rest are idle.

*Metal, engineering and shipbuilding trades.*—At Eddy's, machinists and engineers get from \$1.75 to \$3 per day. Linemen receive \$1.10 per day. Ship-caulkers are earning from \$2 to \$2.50 per day.

*Clothing trades.*—Conditions among the women and girls working on garments remain unchanged; the prices paid are the lowest in the market and the work very tiring.

*Food and tobacco preparation.*—Bakers and confectioners are earning from \$9.50 to \$12 per week. Butchers and meat cutters get from \$7.50 to \$10.

*Unskilled labour.*—Men are being paid \$1.35 per day; miners, \$1.35 per day.

#### OTTAWA, ONT., AND DISTRICT.

Mr. T. W. Quayle, Correspondent, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The spring season was ushered in early this year by exceptionally mild weather throughout March. Labour was generally well employed and indications pointed to a brisk season. All the trades, except the building trades, were steadily employed, and

unskilled labour was in demand. The general tone of trade was good and employers and merchants were disposed to take a hopeful view of the future. There were signs of renewed activity among the building trades, and the amount of work in view is above the average. The Bricklayers' Union during the month gave notice to the Contractors' Association of an increase of wages to take effect on the 1st of May, from 36 to 45 cents per hour. The contractors offered 40 cents and, while the men preferred to compromise at 42 cents, it is understood that the 40 cents will be accepted. The demand was made on the ground that the cost of living has increased and that wages here were out of proportion to those paid in other cities. The Plasterers' Union also gave notice of a new wage schedule fixing the scale at 35 cents an hour. At present the scale is 30 cents per hour for summer, and 28 cents for winter work. All the building trades will work a nine hour day this season. During the month the Ottawa Street Railway Co. introduced a new wage schedule, which gave an average increase in wages of 10 per cent. Instead of a scale ranging from 14 cents to 15½ cents an hour, the motor-men and conductors will now receive after one year's service 16 cents on week days, and 18 cents on Sundays. Men on sweepers and snowploughs will receive 17½ cents an hour from 6 a.m. to 12 p.m., and 20 cents after midnight. The Ottawa branch of the Street Railway Employees' Association of America had drawn up a scale of wages which called for 18 cents an hour for week days and 20 cents an hour for Sundays, with a nine-hour day. The schedule had not been ratified by the International executive at the time the company announced its new scale. At a meeting of the members of the union the men decided to accept the company's offer. The President of the International Union of Plumbers and Steamfitters addressed the local union on March 25. He explained the recent changes to the constitution which provide for the addition of fraternal features giving sick and death benefits.

He strongly urged the appointment of plumbing inspectors in all cities in the interest of the public health. The Ottawa Typographical Union has served notice on the employing printers of a new schedule of wages to go into effect 1st of June. Under the proposed scale it is asked that night linotype operators be given \$20 instead of \$18 per week, and day men \$16.50 instead of \$15 as at present. For hand setters it is asked that the scale be from \$12 and \$12.50 a week to \$15. The new scale is to affect the Government Printing Bureau and all city shops and newspaper offices alike. The Building Contractors' Association has reached an agreement with the stonemasons' union, and the wage schedule has been signed for another year, the unions received 36 cents last year; this year they will receive 40 cents an hour and work nine hours a day.

#### CONDITION OF LOCAL INDUSTRIES.

The early and somewhat sudden breaking up of winter, brought to a close operations in the lumber camps, and it was reported that a considerable quantity of square timber would have to lie in the limits until next winter. The early breaking up caused a brisk demand for men for the drives, and the difficulty of obtaining the required number of qualified men for this work caused a large increase in wages, and instead of \$30, which was the average monthly pay last season, the agents were offering \$40 and \$45 with board included. Men for the drives were never so scarce as they are this season.

Spring farming operations were started fully two weeks earlier this year than usual. Farmers report it difficult to obtain competent labour even at largely increased pay. A large number from the Ottawa district left during the month for New Ontario, Manitoba and the Northwest Territories. The city of Ottawa will not give employment to as many labourers this year, as last, owing to the main drain and large sewers being completed. There will be several miles of granolithic sidewalk built, however, and there is likely to

be a considerable quantity of asphalt pavement laid. The city will do its work under the day labour system, two years' experience having demonstrated that it is the most efficient and economical method, and that one which gives satisfaction to the labourers.

#### KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during the month. There was a large increase in the demand for workmen of all kinds, and the opportunities for employment were in excess of the corresponding period last year. No new factories or public buildings are under way, but plans for a large summer hotel, to be built by American capitalists, have been submitted to the Mayor and are under consideration by the municipal council. Repairs, extensions, improvements, &c., are being made to several business houses, residences, schools, churches, &c. Navigation has commenced and business in the shipbuilding, repairing, &c., has been extremely brisk. With the opening of navigation shipments have materially increased. The wholesale and retail business has also considerably increased. To date there have not been any changes in the rates of wages and hours of labour, except in two cases, on October 6, 1902, the Painters' Union, which embraces nearly all the journeymen painters in Kingston, sent to the master painters, some six in number, a notice that beginning April 1, 1903, a minimum rate of \$2 for an eight hour day would be demanded. Also that only one apprentice to every five journeymen would be acceptable. No answer was received by the union until about March 25, when four of the firms involved sent a joint communication stating, that eight hours and a minimum rate of \$2 per day was out of the question. Two other firms intimated their willingness to pay the \$2 per day, but refused to concede the eight hour day, subsequently these two firms conceded the en-

tire demands. The local union is endorsed by the International, with headquarters at Lafayette, Ind., in the demand. Towards the end of March a number of English machinists arrived and went to work in place of the striking machinists at the Canadian Locomotive Works. During the month an unsuccessful attempt was made by the local Board of Trade and prominent citizens to adjust the difficulty.

#### CONDITION OF LOCAL INDUSTRIES.

Favourable weather conditions have permitted the farmers, gardeners, &c, to commence spring's work.

*Manufacturing and mining* are quiet.

The company interested has secured its charter for an electric railway between Toronto and Cornwall and has commenced operations. It is expected that the line will be completed between Toronto and Kingston by the end of October next. Local capitalists are largely interested in the line.

On Monday, March 30, the board of works of the city council brought down a report recommending the paving of eight blocks in the business section of the city. The cost, \$28,000, is to cover a period of twenty years, \$1,134 to be paid yearly by the city; the property owners contribute about sixty per cent of the total cost. On motion the report was adopted by the council, and the board of works is taking the preliminary steps to carry out the work.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are anticipating a fairly good season.

*Metal, engineering and shipbuilding trades.*—These trades are extremely busy.

*Woodworking and furnishing trades* are all well employed.

*Printing and allied trades.*—Printers are only fairly well employed.

*Clothing trades.*—Clothiers report increased business.

*Food and tobacco preparation.*—Those engaged in food and tobacco preparations report good business.

*Miscellaneous.*—Bakers, broom-makers, delivery employees, hotel, restaurant, laundries, &c., report improved trade conditions.

*Transport.*—All those engaged in the transportation business are busy.

*Unskilled labour* is in good demand.

#### FORMATION OF ORGANIZATIONS.

On March 10 a circular was sent out to the employers of the city asking them to meet for the purpose of forming an employers' protective union. The meeting was addressed by Mr. DeBrull, of Cincinnati, and by members of the local Board of Trade and others. On motion it was decided to form an association and a committee was struck to name officers, &c. On Friday, March 20, the committee reported. General routine business was transacted, an executive appointed, and Mr. John McKelvey and Francis King were elected president and secretary respectively of the association. The object of the association, briefly stated, is to resist unfair demands that may be made by the labour unions.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market for the month of March has been favourable, and there has been a good demand for all kinds of labour. The prospects for a good season have never been brighter. There promises to be unusual activity in the building trades for the next few months. Brick manufacturers report that there has not been such a demand for brick in ten years. Carpenters, bricklayers, and masons expect a very busy season. The Belleville Portland Cement Company are at present employing a hundred men and they will employ many more later on. Work is just about to start in a factory for shirt making which will give employment to about sixty hands. Work is shortly to commence on the erection of a pork factory. A number of new dwelling houses are also in the

course of erection. Merchants report an excellent month's business, much better than that of the corresponding month of last year. Banks also report a good month's business. The male employees of the Belleville Canning Company asked for an increase of wages, and, being refused, went out on strike and were out twenty-four hours when they were given an increase of from 15 to 25 per cent. There has been no trouble since.

#### CONDITION OF LOCAL INDUSTRIES.

The early opening of spring has been of great benefit to the *farmers*, many of whom are now engaged in ploughing. There is a good demand for labourers. The season has not been a good one for sugar making.

*Fishermen* report a good month. There has been good catches of pike, catfish, suckers and other rough fish.

*Lumbermen* have suffered on account of the rapid melting of the snow which has caused more expense in getting the timber out of the woods to the creeks.

The local *manufacturers* report a good month with plenty of orders on hand. There is a good demand for skilled labour of all kinds.

*Mining* is active in North Hastings, and a number of English capitalists have been getting options this month on properties for arsenic mining. This year promises to be the best in the history of the county.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—The month has been a good one. Bricklayers, masons, carpenters, lathers and plasterers have started to work. Painters and paper-hangers report a good month. There has been a good demand for painters. Plumbers, gas and steam-fitters also report a good month. There is a good demand for stonecutters and builders' labourers.

*Metal, engineering and shipbuilding trades*.—In these trades there has been encouraging reports from iron moulders, machinists, steam engineers, electrical

workers, metal polishers, blacksmiths, shipbuilders, shipwrights and caulkers.

*Woodworking and furnishing trades*.—For all of these trades the month has been a good one. The local factories are busy turning out fittings for contractors.

*Printing and allied trades*.—In the printing and allied trades the month has been an exceptional good one.

*Clothing trades*.—The month has been a busy one for the clothing trades. Tailors report an excellent month, they are rushed with orders.

*Food and tobacco preparation*.—Bakers and confectioners, butchers and meat cutters report a good month. Cigarmakers also report a good month.

*Leather trade*.—The month has been a good one for the leather trade. Harness makers are very busy.

*Miscellaneous*.—Barbers report a good month's business. Hotelmen report trade good.

*Transport*.—Railway employees report a good month's business, but expect a falling off in freight transportation on the opening of navigation.

*Unskilled labour*.—Unskilled labour has been employed during the month very extensively. There are very few idle men anywhere.

#### DISTRICT NOTES.

A factory for the manufacture of stoves is in course of erection at *Millbridge*, which when completed will employ from 75 to 100 men.

#### TORONTO, ONT., AND DISTRICT

*Mr. Phillips Thompson, Correspondent* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET

The general activity of trade and production in all departments has resulted in an unusually active demand for labour. Reports from nearly all branches indicate

a highly prosperous state of affairs with an upward tendency in wages. Many factories are working overtime and are unable to overtake orders. Navigation was opened early giving an additional stimulus to business and the movement of goods. Steamship lines anticipate a very busy season, as extensive consignments of freight are awaiting shipment to westward points, and large quantities of grain, the forwarding of which has been delayed by the lack of adequate railroad facilities, will now be moved east by water. The relations between employer and employed have been disturbed by several strikes during the month, some of which remains unsettled, and it is altogether likely that others may follow, especially in connection with the building trade, unless some of the outstanding questions can be amicably arranged before May 1st.

#### CONDITION OF LOCAL INDUSTRIES.

Building operations are being actively pushed both as regards the construction of business structures and residences. A great many houses are likely to be built in the suburbs, as the demand for house accommodation continues active. Manufacturing industries in all lines are prosperous and in many cases facilities are being extended. Manufacturers complain of a shortage of skilled labour in some lines.

The scarcity of farm labour continues to present a difficult problem to the farmers of this vicinity, and though relief may be obtained through the Immigration Department it will evidently be entirely inadequate to the demand. A few early arrivals from England, mostly mechanics and clerks with no experience in farming, found farmers eagerly bidding against each other for their services and many times the number could have found good situations.

Transportation is very active in all departments. For the first time in its history the monthly receipts of the Toronto Street Railway have exceeded those of the Montreal Street Railway Company. The gross revenue for February was \$146,539

being \$7,473 in excess of that of the Montreal road.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are all active. The bricklayers have demanded an increase of wages from 42 cents an hour, the present rate, to 45 cents to take effect first of May. The employers object to the new agreement, not so much on account of the increase, as owing to certain clauses specifying the manner in which differences are to be settled. Negotiations have been discontinued and the matter will remain in abeyance until the first of May. Carpenters are nearly all at work, excepting those displaced by a strike of twelve union men employed on the new exhibition building on the 21st instant on account of the employment of non-unionists, and the refusal of the contractor to pay the union scale of wages, 30 cents per hour for 8 hours per day. The contractor is now employing non-unionists. Painters are much in demand. They have asked an increase wage of 35 cents per hour which has been conceded by some employers. Twenty of the painters employed on the King Edward Hotel struck on the 20th instant for 40 cents an hour; a compromise was effected the same day by which the minimum was fixed at 35 cents, and the men went back to work. Some receive as high as 40 cents. On the 30th instant 60 painters working for Contractor Tiffany, of New York, at the King Edward Hotel struck for an advance of wages to 40 cents per hour, the request was made to the foreman in the absence of the contractor, and was refused, whereupon the men quit work. Their action is not endorsed by the local union, and is known as a 'stop strike.' There are about sixty other painters at work on the hotel for other contractors. Builders' labourers on the 10th instant, decided to ask an advance from 25 to 30 cents an hour. The union has now a membership of 700. Plumbers and steamfitters are fairly well employed. Plasterers are asking a raise of wages from 38 to 45 cents an hour. Marble workers have notified em-

ployers that after June 12 they expect the following wages:—Cutters, 35 cents per hour; setters, 40 cents and polishers, 25 cents.

*Metal, engineering and shipbuilding trades.*—General activity prevails in all these lines, and very few men are out of work. In response to the argument of a deputation, which recently waited upon the Ontario government urging that steps be taken to bring skilled iron workers into the province on account of the present temporary scarcity of labour, the unions claim that the shortage is due to the policy of the manufacturers in discharging men as soon as they can possibly dispense with their services. They assert that a large number of Canadian mechanics have been driven abroad by the uncertainty of employment here. A difficulty has arisen between the Electrical Workers' Union and the Plumbers and Steamfitters Union, as to which class of labourers should perform the conduit work on the King Edward Hotel. It has resulted in 20 electrical workers employed there being called out because the conduit work was done by plumbers; the difficulty is still unsettled. The Coremakers' Union has decided to affiliate with local branch of the Iron Moulders Union.

*Woodworking and furnishing trades.*—Woodworkers of all classes are as a rule busy. The Cabinetmakers' Union, which is affiliated with the International Association of Amalgamated Woodworkers, has decided to ask for an increase of wages to 35 cents an hour and a 9 hour day; at present it has no specified scale, and receives an average of from 25 to 27½ cents per hour, working 10 or 11 hours per day. The coopers are preparing a price-list for submission to their employers embodying an advance of about 10 per cent, but no formal demand has yet been made.

*Printing and allied trades.*—Printers and bookbinders have seldom been so much in demand as has been the case recently. All departments of the trade are prosperous.

*Clothing trades.*—Journeymen tailors, to the number of about 200 struck on the 16th

instant, on account of the refusal of a large number of the employers to accept a new scale of wages. The strike was not of long duration, a compromise being effected by which a considerable increase was secured, amounting to about 10 percent over the old scale, and in some cases more. The details are not, as yet, arranged, the committees representing the union and the employers being still at work upon them. The advance of the spring has made work plentiful. The union label specification on firemen's clothing has been declared illegal by Corporation Counsel, Mr. Fullerton, and new tenders, without this condition, called for. Boot and shoe workers are well employed.

*Food and tobacco preparation.*—Prosperous conditions prevail in connection with the trades engaged in food and tobacco preparation. The brewery workers are agitating for increased wages but no demand has yet been made.

*Leather trades.*—The leather workers on horse goods employed by T. Woodbridge Toronto, and the Rudd Harness Company Toronto Junction, went out on strike on the 16th to the number of fifty. They demand a minimum wage of \$9 for a week of 50 hours. The strike is still on. The collar makers at the Junction establishment have gone out in sympathy.

*Transport.*—All trades engaged in transportation are exceedingly busy. The teamsters have perfected their organization and preferred a demand upon the transportation companies for \$45 a month, with pay at the rate of time and a half after 6.30 p.m. A strike of coal shovellers employed by the Grand Trunk Railway Company at York Station occurred on the 21st instant the men asking for 9 cents per ton, Italian were employed in the place of the men who went out, causing some disturbance though no serious results were reported. The strike was settled on the 25th, the men being granted 9 cents per ton, but required to pick up the coal dropped on the ground without extra pay. Marine firemen are

asking an increase from \$30 to \$35 a month from the first of June.

#### DISTRICT NOTES.

*Toronto Junction.*—A factory for the manufacture of wooden novelties, and wood carvings generally is to be started at Toronto Junction. The old J. P. Wagner building, the last of the factory buildings put up during the boom to remain unoccupied, having been secured for the purpose.

*Humber.*—The plans of the Humber Power and Light Company, Limited, for the completion of the plant at the Humber, and providing for the installation of a substitutional gas and steam plant, have been approved by the shareholders, and the work will be pushed forward.

#### HAMILTON, ONT., AND DISTRICT.

*Mr. S. Landers, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour of all classes, skilled and unskilled, is fully employed, with exceptions here and there. Hamilton is at the present time experiencing a rapid yet steady growth. New manufactories are going up and real estate, wages and rents are also increasing. It is calculated that during 1903 the population will grow by many thousands. By an Order in Council an additional five hundred acres of county land was added to the city, on account of the many manufacturers seeking sites here with rail, water and power facilities. Already the annexed land has increased 25 per cent in value and many acres have been sold. The Deering Company has again decided to enlarge its plant, this time adding a building five stories high and eight hundred by one hundred and twenty feet. The Cataract Power Company has installed an auxiliary power plant, the Deering Harvester Company alone requiring about 10,000 horse power. The city has decided to submit the following money by-laws to the ratepayers; general expenses, \$10,000, reservoir, \$27,000; street extension and

bridges, \$23,000; good roads, \$50,000. Business generally, wholesale and retail, during the month, has been good.

There have been several slight disputes between employer and employees during March, all of which have been amicably arranged except that of the leather workers on horse goods. The contracting teamsters who have some grievance with the city are also still out. The average market prices during the month for meats were as follows: Pork, \$8.25 to \$8.50 per 100 pounds; live hogs, 160 to 230 pounds \$6.40 per 100 pounds; 125 to 160 pound animals \$6.15. The choicest beef was quoted as high as 7 cents a pound by the carcass, and the prices ranged down to 4½ cents; lamb, yearlings, was 11 cents to 12 cents per pound; spring, \$5 to \$6.50 each. Veal was 6 to 9 cents. Mutton was 6 to 7½ cents.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture* is still very quiet, as is also lake *fishing*.

In *manufacturing* there has been a general slight increase in activity. The alleged brickmakers' combine appears to have been broken by an announcement of an independent project for making bricks out of sand. After June bricks, it is said, will be sold at \$7 per thousand; the price now is \$9. A local commission merchant shipped a carload of apples, consisting of six hundred and fifty boxes, each apple carefully wrapped in thin tissue paper; they were consigned to London, England. Another shipped a car load of general purpose horses to British Columbia. It is stated officially that letters patent have been granted for the incorporation of a joint stock company, under the name of Canadian Cannery Consolidated Companies, Limited, with a capital of two millions five hundred thousand dollars, to take over the factories and business of all the leading fruit and vegetable packers in the Dominion. Over one million six hundred thousand dollars of the stock has already been subscribed, and has been taken by the lead-

ing packers throughout the country. The headquarters will be situated at Hamilton.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The trades that are busiest at present are the building trades. Apart from the new factories and additions to old factories, scores of private dwelling houses are being erected. Bricklayers, masons, painters, carpenters, electrical workers, plumbers and sheet metal workers are all well employed. Structural iron workers are also very busy in connection with the building trades, as many of the up-to-date factories, stores, etc., are being erected, all have steel posts and girders. The increase asked by the carpenters reported in a previous issue is now under consideration by a joint commission of both sides. In spite of the great building boom it has only been necessary to import five bricklayers from outside points, and they were expert oven hands from Pittsburg for the new ovens at the steel works.

*Metal, engineering and shipbuilding trades.*—Iron moulders have asked for an increase of 10 per cent on piece work and from \$2.50 day work to \$2.75. The matter is now under consideration. Machinists and engineers are busy including sheet metal workers, horseshoers, etc. Two hundred and fifty employees at the Canada Screw works have received an increase of from 5 to 12 per cent. At the gas works the employees are to get an increase of 10 per cent on April 1.

*Woodworking and furnishing trades.*—Woodworkers are very busy on furniture, interior and general work. Piano workers are also well employed. Pattern makers, coopers and carriage and wagon workers are also busy.

*Printing and allied trades.*—The allied printing trades are fairly busy. Bookbinders complain of some civic work being sent outside of the city.

*Clothing trades.*—Custom trade is at its height and all hands are very busy. Hatters who were out on strike have left the

city for other situations. Ready-made clothing has had a very busy month with a tendency to slackness at the latter end.

*Food and tobacco preparation.*—Bakers and confectioners report trade and work fairly good. It is stated that ice cream and refreshment drinks will be 10 cents this summer. Milk dealers are considering the raise of milk from 12 to 14 cents per gallon, wholesale, which will mean four cents per pint instead of three cents. Butchers are fairly busy. The Swift Packing Company has granted a voluntary increase to its employees. About one hundred and fifty hands are affected and the increases will average about 15 per cent. Cigarmakers are very busy. The Tuckett Company has opened a branch in London, Ont. The wages to be paid in the new factory will be on the same scale as prevails in Hamilton, which is understood to be higher than the London rate. Ice cutting is over; the crop is short resulting in an increase in price of fifty cents per month to private families and a comparative increase all around.

*Miscellaneous.*—Barbers, broommakers, and laundry workers are well employed. Another local broom factory has adopted the union label. One of the local shirt factories is erecting a \$7,000 addition to its present factory. The new laundry recently completed is about to be occupied.

*Transport.*—Railway men generally are all well employed. The opening up of navigation will give many steamship men employment. The general agitation by the teamsters for higher wages has resulted in favour of the men. The Hendrie—Grand Trunk Railway men have received an increase. The Armstrong T. H. & B. men have accepted an increase of from thirty-six to thirty-eight dollars per month until five years have been served and then they are to receive forty. The Canadian Transfer Company has also granted an increase of from thirty-six to forty dollars per month. A general effort is being made by the railway teamsters to shorten the hours by refusing to accept freight for shipment the

same day after 3 p.m. The longshoremen's union has sent out the following increased scale to coal dock owners: Hard coal from 17 cents to 22 cents per ton. Soft coal from 20 cents to 25 cents per ton, all boats side hatcher 5 cents extra per ton.

The bartenders have presented a scale to hotel owners as follows: Minimum wage \$12 per week without board, and \$9 with board, to take effect May 1. The wages are now \$7 to \$10 per week, including board.

*Unskilled Labour.*—Some of the building labourers are asking an increase of from 16 to 20 cents an hour, which is being favourably considered. About fifty men are working in the city quarry.

#### DISTRICT NOTES.

*Thorold.*—The Federal Labour Union affiliated with the American Federation of Labour. It contains wage-earners of all classes. During the month a general increase in wages was asked in mills, shops, &c.; in some cases, an increase was granted while in others different arrangements were arrived at, but all were settled amicably.

*Beamsville.*—A by-law was carried to loan \$3,000 to aid in establishing a lumber yard and factory.

*Dundas.*—The town is enjoying a large measure of prosperity. The tool works, machine shop, furniture, axe and clothing factories are all well employed and good wages are generally prevailing. On the 6th of April a by-law is to be submitted to the ratepayers to loan \$15,000 without interest for fifteen years, to be repaid \$1,000 annually, to establish a refrigerator and woodworking factory. The company is to erect buildings and plant of not less than \$20,000 in value and to employ not less than twenty-five males over eighteen years of age for eleven months of each and every year, the company's property to be exempt from taxes except for school purposes for ten years.

*Burlington.*—A modern equipped canning factory is about to be erected in the village, and \$40,000 is invested. The plant will con-

sist of several buildings. The main one will be fifty by one hundred and twenty-five feet and four stories in height. An adjoining building will be three stories in height. In addition to these buildings, there will be detached boiler and engine houses, coal houses, women's dressing rooms, &c.

*St. Catharines.*—Now that the long-standing building trades strike is over, conditions are progressing here, business generally being improved. During the month a Bartenders' Union was formed, affiliated with the International League. Also a Woodworkers' Union, with international affiliation.

*Merritton.*—Conditions here generally are on the mend since the spring opening. All classes of labour are well employed.

*Niagara Falls.*—Carpenters and building trades generally are enjoying plenty of work. Unskilled labour is more in demand since the warmer weather has begun.

#### BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the past month in nearly all branches of industry increasing activity has been manifested; greater activity than during the preceding month or the corresponding month of last year. Favourable weather continued, and in the building trades all competent bricklayers and masons found ready employment. Indications point to an exceptionally busy season. In the iron trades the busy season commenced earlier than usual and nearly all of the factories have been running thirteen and fourteen hours per day. In the wagon and carriagemaking trade overtime has also been worked.

The United Brotherhood of Carpenters and Joiners and the five contractors of the city have signed the following agreement to take effect on the 1st day of May:

First. That fifty-four hours shall constitute a week's work for carpenters working outside,

and fifty-nine hours for factory work. Time and one quarter shall be paid for overtime up to 10 p.m., and time and one-half after 10 o'clock.

Second. The minimum wage shall be twenty cents per hour.

Third. There shall be a permanent committee of three employers and three employees, to be known as the conference committee, to whom all matters of dispute shall be referred and their decision shall be final.

Fourth. That the term of service as apprentice shall be three years.

Fifth. That the agreement in all its several clauses shall be in full force for one year from May 1, 1903 to May 1, 1904.

At one of the factories a number of blacksmiths' helpers quit work because their request for a raise in wages from \$1.25 to \$1.40 per day was not granted. Prompt action was taken by the firm and the difficulty was amicably settled in a few hours, the men receiving the raise asked for. Barbers have raised the price on hair cuts from 15 to 20 cents and an additional five cents for shaving necks on Saturday evenings. The local barbers' union have decided not to ask for an increase in wages at present. Bakers have reduced the weight of bread from two pound loaves to one and a half pound loaves, the price remaining the same.

The Schultz Bros., contractors and builders, will enlarge their factory at once. A box-making department will be added and new and larger offices will be erected.

The clerks in the post office have received an increase in wages which average 28 per cent. The Cockshutt Plow Company have granted a five per cent increase to their moulders, and at the Waterous Engine Works a similar increase was granted to many of the employees. Labourers are commanding the highest wages ever paid to labourers in Brantford, \$1.60 is paid to many for outside work. The Verity Plow Company has advanced the wages of its moulders about five per cent. Retail and wholesale merchants have experienced a satisfactory month. The Local Brotherhood of Painters, Decorators and Paperhangers presented the following schedule to the master painters for their approval and signature to take effect on March 1:—

First. That there be a nine hour day consisting of hours between 7 a.m., and 5 p.m.

Second. Rate of wages to be twenty cents per hour for painters and 22 cents per hour for paperhangers.

Third. For overtime and holidays the men receive time and one-half.

Fourth. That men working in the country have their board and all travelling expenses paid, and also time to and from work.

The employers asked for a re-arrangement and desired the following concessions added:—

First. That master painters be allowed to arrange with men in their employ as to hours of labour.

Second. That non-union men be allowed to work with union men.

Third. That permission be granted employers to pay non-union men whatever sum they might be able to engage them for.

Fourth. That paperhangers be allowed to hire as painters when the season is over.

After receiving advice from headquarters the union appointed a committee to meet the master painters to arrange matters. As a result five of the master painters signed the original schedule and four refused, whereupon the employees of the latter went on strike. In about a week the matter was settled, the agreement was signed and the men returned to work.

#### CONDITION OF LOCAL INDUSTRIES.

\*In the rural districts spring work has commenced. The demand for farm labourers is growing more acute as the favourable weather continues. Through the Ontario immigration office a few men have been placed with farmers during the past week. Wages of \$180 to \$200 per year with board are offered.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons, carpenters and joiners have had steady employment. Plasterers have had a fair month. Painters, decorators and paperhangers, with several exceptions, have had a satisfactory month. For plumbers, gas and steamfitters all local men have been employed.

*Metal, engineering and shipbuilding trades.*—Iron and brass moulders report plenty of work. Overtime has been worked by coremakers. Machinists are working overtime. There is a demand for first-class

men. Metal polishers, buffers and platers and stove mounters have had steady employment. For machinery, carriage and general blacksmiths there has been steady employment. Boilermakers have worked overtime. Sheet metal workers and tin-smiths have all worked full time.

*Woodworking and furnishing trades.*—Carriage and wagonmakers report plenty of work. Large shipments have been made during the month. Patternmakers and millwrights have worked full time. Coopers report a fair month.

*Printing and allied trades.*—For printers and pressmen trade has been good and prospects are favourable.

*Clothing trades.*—Journeymen tailors report a satisfactory month. Some are working overtime.

*Food and tobacco preparation.*—Bakers and confectioners report all local men employed. Butchers have had an average month. Cigarmakers and tobacco workers have worked full time.

*Miscellaneous.*—Barbers, clerks, stenographers and delivery employees have had steady employment. Hotel and restaurant employees and good general servants for private families are in demand. Laundry workers have all been fully engaged.

*Transport.*—Freight-handlers have been busy, some working overtime. Street railway employees have had steady employment. Teamsters, carters and draymen have enjoyed a busy month.

*Unskilled labour.*—Unskilled labour is in demand, steady employment and wages ranging from \$1.25 to \$1.60 per day is offered.

#### DISTRICT NOTES.

*Paris.*—The pressing needs at the present time are for more houses and for more labour, particularly unskilled. All labour is fully employed at the \$10,000 library, the gift of Mr. Carnegie, which will be erected this summer. A \$10,000 Y.M.C.A. build-

ing and an electrical power station and fire hall, to cost \$17,000, are also to be built. The woollen mills, wincey mills and the plow factory are running steadily.

#### GUELPH, ONT., AND DISTRICT.

*M. O. R. Wallace, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the month was very satisfactory from a working man's standpoint. The healthy tone noticed last month was maintained and there is the same scarcity of men seeking employment. All classes of workpeople have been steadily employed, and there is a tendency towards higher rates of wages. The opening of the spring season has brought an improvement to retail business, especially in the clothing trades. Tenders were asked during the month for a large addition to the factory of the Guelph Carpet Company, Ltd., to be used in the manufacture of tapestries and other lines, also for the erection of a factory for Centrifugal Windmill Co., Ltd., which is a new company. Additions are also under way for a newly-organized Biscuit and Confectionery Co., with a capital of \$73,000, which will largely make a newly-patented brand of biscuit. Work on the new tube mills is being pushed ahead. Contracts to the amount of \$40,000 have been let for the improvement of the government building. Building operations have started on the Carnegie library and the Macdonald buildings at the Ontario Agricultural College. There is a decided scarcity of houses suitable for workingmen. Parties who recently got tenders for the erection of a number of such houses have not accepted them, claiming that at the present rate of rentals, the high price of labour and material would not yield profit. It looks as if a general advance in rents would shortly take place. New and increased rates of wages have been granted to carpenters, bricklayers, stonemasons, stone-cutters, upholsterers and ingrain carpet weavers.

## CONDITION OF LOCAL INDUSTRIES.

*Farm help* is very scarce in this locality. Large numbers of emigrants are being brought from Germany to assist in sugar beet cultivation for the factory at Berlin.

*Factories* have run full time during the month with full staff. An exception was caused by one large factory having to shut down a few days while necessary repairs were made to boilers. Manufacturers are all busy and hands are being taken on in some instances.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and stone-masons are all employed. Carpenters and joiners have had a fair month. Painters and paperhangers have had 14 men on strike since the 2nd of March, owing to a demand by the men for a new rate of 25 cents an hour, the agreement was signed by two employers and the men have either all gone to work for these firms, or are jobbing on their own account. Stonecutters are not very busy. The building season is opening out early and promises to be the most active one in many years.

*Metal, engineering and shipbuilding trades.*—Iron moulders, machinists and tin-smiths have all had steady employment during the month. There is a demand for machinists.

*Woodworking and furnishing trades.*—Woodworkers have had a very good month, with the exception that one firm closed down for five days for repairs. Upholsterers have had a very busy month. A new scale of wages was agreed upon by which an increase of 25 per cent was granted to day workers, and 12½ per cent increase to piece workers. There is a slight demand for men. Carriage workers and carriage trimmers are now in their busy season, and are fully employed. Organ and piano workers have had a good month and there are no idle men.

*Printing and allied trades.*—Printers have been very busy and considerable overtime has been put in.

*Clothing trades.*—Journeyman tailors and ladies skirt makers are very busy. The opening of the spring has brought a rush of orders to these trades.

*Textile trades.*—Brussels carpet weavers and textile workers have all had steady employment during the month. A new rate granted the ingrain carpet weavers during the month affects both day and piece workers, and runs from 8 to 25 per cent increase; the recent extensions and the extensions under way have made openings for more help in these lines.

## DISTRICT NOTES.

*Hespeler.*—Textile workers here to the number of about 300 have been granted an increase of 10 per cent, and reduction in hours of one half hour per day. Trouble threatened for sometime owing to the discharge of a number of officers of the union, and the conciliation officer of the Ontario Bureau of Labour was requested to bring about a settlement. Although he was unable to do so at the time, this result was allowed by the firm voluntarily granting the increase mentioned.

## STRATFORD, ONT., AND DISTRICT.

*Mr. M. H. Westbrook, Correspondent,* reports as follows :—

## GENERAL CONDITION OF THE LABOUR MARKET.

The generally satisfactory condition of the labour market reported for the month of February has been well maintained during March. The fine weather prevailing throughout the month having resulted in large numbers of men being employed at outdoor work fully a month earlier than usual. The higher wages offered, especially for unskilled labour, have caused many to leave the various local factories, several of which are short handed. It can be said that not a person wishing to work here need be idle one day. Work on the new biscuit factory has commenced, and a large force of masons, bricklayers, carpenters and helpers are being employed. An unused factory, which has been vacant for a number

of years, will shortly be started up, manufacturing a cheaper grade of furniture than is made in the other local factories. This factory will give employment to about 50 hands. The building trades will be exceedingly brisk this season, several contracts having already been let. It may be said that a house famine exists here, many heads of families having to board not being able to obtain houses. A by-law was recently passed by the ratepayers authorizing the purchase by the city of the water works, which have been previously operated by a company. The price paid was \$97,000. The by-law also authorized the expenditure of \$8,000 for road improvements. No labour disputes have been noted during the month, though many classes of labour are agitating for higher wages, which it is believed by those interested will be amicably arranged. The Painters and House Decorators' Union have succeeded in obtaining an agreement with the Master Painters, the employees getting a minimum rate of 20 cents per hour. Female labour is very scarce. Domestic, dressmakers and factory hands can secure employment. Retailers throughout the district are looking forward to an active spring trade, and are placing heavy orders for goods.

#### CONDITION OF LOCAL INDUSTRIES.

The farmers of the district report being satisfied with prospects for the coming season. The fall wheat has wintered well and with the exception of the scarcity of help everything points to a prosperous season for this important industry.

All factories continue to be very busy, very few not having taken on hands during the month. The Stratford Woollen Mills never were so pushed with work before. The Grand Trunk shops have started to work on the summer schedule of hours, starting at 7 a.m. and leaving at 6 p.m., and leaving off at noon on Saturdays, making a total of 55 hours per week, being one hour longer than during the winter, when 9 hours a day was the rule. The Stratford flour mills continue to run

night and day shifts. The Kemp Manure Spreader Co., has now commenced shipping machines and has sufficient orders on hand to keep it busy for a year. The Stratford Clothing Co., is considering the enlarging of its factory, and the doubling of its output.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons and carpenters are very busy. Lathers and plasterers report that their business is just commencing, with first-class prospects for a good season. Painters and paperhangers have plenty to do with a demand for men. Plumbers and gasfitters are very busy. Builders' labourers are in demand.

*Metal, engineering and shipbuilding trades.*—Iron moulders are all working. Machinists continue to be well employed and some over-time is being made. Blacksmiths have had a good month's work. Boilermakers are all employed. Horse-shoers are exceptionally busy.

*Woodworking and furnishing trades.*—All employed in the woodworking and furnishing trades are very busy.

*Printing and allied trades.*—Printers have all had a good month's work. Bookbinders have plenty of work on hand.

*Clothing trades.*—With journeymen tailors the spring trade is now commenced and a very busy season is anticipated. Garment workers are very busy and working over-time.

*Food and tobacco preparation.*—Bakers and confectioners report their trade in good condition. Butchers continue to do a large business. Cigarmakers are very busy.

*Miscellaneous.*—Barbers report having done the largest month's business for a long time. Clerks, delivery employees and laundry workers keep exceptionally busy.

*Transport.*—All traffic men on the Grand Trunk Railway have had a good month, with every prospect of a continuance of the same. The Railway Switchmen have petitioned for an increase of 15 cents a

day in their wages. Cabmen and draymen are very busy.

*Unskilled labour.*—This class of labour is in great demand, wages are from 12 cents an hour and up. The Federal Labour Union, which is comprised mostly of labour of this class is very active, as many as 25 new members being added per week.

#### DISTRICT NOTES.

*Woodstock.*—All industry is in a flourishing state. The Karn Organ Co. has booked an order for a pipe organ for Toronto, to cost twenty-eight thousand dollars.

*Listowell.*—No unemployed can be found here.

*St. Mary's.*—The Maxwell Agricultural Implement Works are running night and day, and men are in demand. A strike is in progress among the quarry men over the dismissal of a popular foreman. About 40 men are involved.

#### LONDON, ONT., AND DISTRICT.

*Mr. Alex. Woonton, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The prospects are for another good season in the building trades, and already all hands are employed, a lot of jobbing work being done and several buildings being commenced. Ground is being cleared for the new armoury, which alone will require a large number of men for its construction, and 1,500,000 bricks. The usual batch of local improvements, including cement sidewalks, etc., have been advertised, and will be commenced as soon as the frost is gone. The London Rolling Mills have commenced operations. The foundries and factories are exceptionally busy; at McClary's the tin and enamel shops that were destroyed by fire last January have been rebuilt, and the hands employed there are working overtime. Railroad workers continue to find their duties very arduous owing to the rush of traffic and the little time allowed for rest.

The month of March is the one in which labour unions generally revise their wage scales for the coming year, and this one has been no exception to the rule. A larger number of unions than usual have presented petitions for a raise of wages, rendered necessary by the increased cost of living.

Bricklayers, carpenters, painters, builders' labourers, plumbers, street railway employees, boiler-makers, railroad trackmen, the C. P. R. team drivers and the city policemen were also granted an increase, and the fire department gets an increase of 5 per cent.

#### CONDITION OF LOCAL INDUSTRIES.

Owing to the higher price of raw material the furniture manufacturers have notified the retailers that the price of all kinds of furniture had gone up ten per cent.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and carpenters are already busy, the early spring giving them a good start. Plasterers are not doing much yet. All the painters in the city are working. Plumbers report trade as good. Stone-cutters will have a busy summer on the armoury, there not being enough of them in the city to do the job. Builders' labourers are all employed.

*Metal, engineering and ship-building trades.*—Moulders and machinists are exceptionally busy. At Leonard's engine and boiler works a demand for more wages is being made in these trades. Linemen are busy repairing and stringing new lines. Metal polishers and stove mounters are very busy. A union of boiler-makers' helpers was formed during the month, with John Todd, 136 Mamlon street, President, and Frank Maby, 509 Hill street, Secretary.

*Printing and allied trades.*—The different branches of the printing trade are not as busy as during the winter months. The Advertiser has discontinued the use of the union label. A. Talbot & Co and Lawson & Jones have acquired sites and will build up-to-date job printing offices during the coming summer.

*Clothing trades.*—Tailors report business as improving. Garment workers report trade fair. The Helena Costume Co., manufacturer of ladies' ready-made garments, continues very busy, and is working overtime. Boot and shoe workers are busier than at this time last year.

*Food and tobacco preparation.*—Bakers are very busy. Butchers and meat cutters have formed a union, and will elect officers shortly. The cigarmaking business is on the boom, and a number of good jobs are open. Two new factories started during the month: the London Cigar Co., which went out of business about a year ago, and a branch of Tuckett & Sons from Hamilton. The latter is a union factory, and is paying the Hamilton scale of wages.

*Miscellaneous.*—Broommakers are busy. The following scale of prices has been adopted by the barbers, and will go into force on April 1st:—

	Cents.
Shave (as at present).....	10
Hair cutting.....	25
Children's hair cutting.....	15
Whisker trimming.....	15
Hair cut and whisker trimming.....	35
Shampooing (as at present).....	25
Singeing.....	15
Sea foam.....	15
Razor honing.....	25
Face massage.....	15

LEGAL DECISIONS AFFECTING LABOUR.

The London Tin Plate Co., a new industry in this city, contracted with some employees of the Toronto Tin Plate Co., to work for them. The Toronto Co. secured an injunction against the London Co., restraining them from interfering with their workmen, and also restraining the Toronto workmen who had not already come from leaving their employers in Toronto.

ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent,* reports as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the opening of spring weather, opportunities for employment are much better than during the winter months. A keen demand continues for farm labour and

higher wages are offered for this line of work. Two new industries will commence operations about April 1, the Sutherland-Innes stove factory and the Western Dairy and Produce Company's creamery. The latter plant is installed in the buildings formerly used as a pork-packing house, the buildings are large and have been thoroughly remodelled. A large cold storage house forms an important part of the plant. Railway traffic continues very heavy in volume on the trunk lines. Retail business is quite normal, with the exception of the extra rush for millinery openings. A slight advance in wages has been granted to locomotive engineers and firemen of the M. C. R. Negotiations for a substantial raise have resulted in a compromise; the concessions granted allows pay for loss time while laying in sidings, &c., subject to certain regulations. The cost of living continues high in many lines, notably fuel, potatoes, butter, meat and furniture. The M. C. R. car and locomotive shops are now working ten hours per day with a half holiday on Saturday afternoon, in place of nine hours daily.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing industries in general are prosperous, the only difficulty experienced is in the getting of raw materials in the timber and iron line here. Lumber has advanced in price and the local supply is getting scarcer. Much activity prevails in railway construction. The steel bridge over the Kettle Creek ravine, on the G.T.R. air line just outside the city, is being replaced by a stronger double track bridge, and the level raised four feet higher. All the bridges on this line are being strengthened for the introduction of the large Atlantic type engines for the Wabash traffic.

CONDITIONS OF PARTICULAR TRADES.

*Building trades.*—Building operations are picking up; some architects and contractors report that at present indications do not point to quite as busy a summer as last year. The Board of Education has decided to build a new school

at an estimated cost of \$35,000. Carpenters are fully employed at present, but for bricklayers the season has not yet opened. Painters and paperhangers are getting busy.

*Metal, engineering and shipbuilding trades.*—Iron moulders and machinists are busy and in good demand.

*Woodworking and furnishing trades.*—Woodworking factory hands are busy and overtime prevails in the handle-turning trade. A system of dust collectors is being installed in the local turning factory. The provincial factory inspector suggested the improvement.

*Printing and allied trades.*—The printing trades report having had an exceptionally steady and busy winter with no change up to the present.

*Clothing trades.*—Journeymen tailors report spring trade having fairly commenced ; all members of the craft are busy.

*Food and tobacco preparation.*—Bakers, confectioners and butchers report a normal condition of trade. Cigarmakers continue steadily employed, with no change.

*Miscellaneous.*—Broom and brush workers are working overtime and experienced hands in this line are in demand.

*Transport.*—Railway traffic hands are very busy, and in fact are overworked. Locomotive firemen state that the firing of the large type engines is extremely arduous. A number of the new men taken on have quit on this account. The consumption of coal is much greater and more knowledge of combustion is required on the part of firemen. The street railway employees have petitioned the city council for a raise in wages from 12½ cents to 15 cents per hour. The council are ascertaining the wages paid in other cities before taking action on the matter.

## CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent,* reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market show a decided improvement over last month.

A number of contracts for new buildings have been let, and work has already commenced. The prospects indicate a busy season with a good demand for men of all crafts, in fact there are few idle men here at present. The scarcity of bricks has caused a number of bricklayers to go elsewhere to work until a supply has been manufactured. The exceptionally fine weather for the season has induced contractors to commence work much earlier than usual. The lumber yards and planing mills report an increased activity in building material, with an upward tendency in the prices of some classes of lumber. Navigation is expected to open early this spring, and work on the steamers and sailing vessels in port is being rushed to be in readiness for sailing. The Blonde Lumber Co., has finished its new planing mill and a large staff of hands are employed. Piggott & Sons have built a large addition to their planing mill, equipped with the latest improved machinery. A great deal of civic work in the way of pavement and side-walks is contemplated. A number of men are being employed on the William street pavement which was left unfinished last fall. The carpenters have made a request for 25 cents an hour for a 10-hour day. The painters have notified the bosses that they want 20 cents an hour for 10 hours. No strikes or lock-outs have taken place.

### CONDITION OF LOCAL INDUSTRIES.

The almost impassable condition of the roads has prevented the movement of *farm products*, and during the last few weeks there has scarcely been enough brought to market to supply the local demand.

*Manufacturing industries* are fairly active, especially in the building material trade, carriage and wagon making, and other woodworking industries.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are fairly well employed, the scarcity of brick causing involuntary idleness on the part of some. Carpenters and joiners

are well employed, few men being idle. Painters and paperhangers are all fully employed; there are not enough men in these trades to supply the demand. Builders' labourers find work a little slack just now.

*Metal, engineering and shipbuilding trades.*—Iron moulders, machinists and engineers are all busy. Blacksmiths and horseshoers have plenty of work.

*Woodworking and furnishing trades.*—Carriage and wagon makers and coopers have plenty of work.

*Printing and allied trades.*—Printers and pressmen have all the work that they can do.

*Clothing trades.*—Journeymen tailors report trade very good.

*Food and tobacco preparation.*—Bakers and confectioners, cigarmakers and tobacco workers have steady employment.

*Transport.*—Railway men report steady work.

*Unskilled labour.*—This class of labour is in good demand, especially farm hands.

## WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent,* reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

March has been a most satisfactory month for the labouring classes, and for business in general. The weather was mild, affording an opportunity for contractors to start work. Bricklayers and masons are all working, and the building trade is starting out well. There are contracts let to the extent of over \$80,000 in the month of March. The Salt Company is making extensive alterations to its plant, besides putting up a \$20,000 addition. The C. P. R. Co. is clearing away a site on the river front for a large warehouse, and will extend its docks. Manufacturers are running full time, with a full force of men, and the prospects are good for a big season's work. Trade both in the wholesale and retail line has been good, and friendly relations between em-

ployer and employees have continued up to the present. A possible exception is in the case of the carpenters and machine men, who submitted the same scale to their bosses this year as they did last. This was as follows :—(1) Nine hours to constitute a day's work, (2) the rate of wages to be 25 cents per hour, (3) none to be employed but union men. All the contractors have signed this but one. The three planing mills have also refused to sign it.

### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are finding good markets for their produce at good prices, and the chances are that the prices will remain good, as there is a large demand for farm produce of all kinds.

The street railway company has fifty men finishing the line to Amherstburg.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, carpenters and plasterers are all busy and have plenty of work ahead. Painters and paperhangers are rushed with work, as the people want to get their places ready before the first of the month, as there will be a raise in prices after that date. Plumbers and steamfitters are all working full time.

*Metal, engineering and shipbuilding trades.*—Electrical workers and linemen are busy preparing the new line to Amherstburg.

*Printing and allied trades.*—Printers report plenty of work, and some of them are working overtime.

*Clothing trades.*—Tailors report trade a good deal better this month on account of the good weather which is opening up the spring trade.

*Food and tobacco preparation.*—Bakers and confectioners report a steady trade. Cigarmakers and tobacco workers are all busy. Both cigar factories have adopted the table and it has increased their business over 10 per cent.

*Miscellaneous.*—Barbers report trade in good condition.

*Transport.*—Railway employees have all the work they want just at present and most of them are working overtime. Owing to navigation being opened on the river the steamboatmen are all working. The board of Works has all the teams and unskilled labour procurable at present cleaning up the streets.

#### DISTRICT NOTES.

*Sandwich* reports a building boom this spring. There are eight houses under way, costing from \$1,200 to \$10,000. The Saginaw Lumber Company is building a large boarding house for the accommodation of its men, and the company is also getting its mill ready to start about the middle of the month.

#### WINNIPEG, MAN., AND DISTRICT.

*Mr. Appleton, Correspondent*, reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been exceptionally quiet during this month since the period lies between the two seasons, viz., the closing of winter operations in the woods and the opening of spring work. Large numbers of men are coming in from the woods every day, and are filling the city hotels and boarding houses to overflowing. Sleeping accommodation is at a premium, and board is up. Large numbers of immigrants have been arriving in the city all through the month, and although the Immigration Department has found employment for a great many of them, yet there are numbers who feel considerably discouraged because of the difficulty they have in finding work; as they are not oversupplied with money they feel not a little anxious. When spring opens, however, work will be very plentiful and, despite the immigration, there will be a shortage of men. Building operations will be very extensive; the permits issued so far are five times in excess of what they were at this time last year. There is a manifest effort on the part of those who supply building material to

unite to advance prices, but the City Council is trying if possible to prevent this. The public feels that it would be unfortunate should any such combine succeed, as it would certainly retard the growth of the city, and entail great hardship on the incoming settlers who have to build.

The banks report business active during the month, the cause being the exchange of foreign coin and the demand for money to pay instalments on land purchased. The railway companies are fully employed in the transportation of settlers' effects. The Canadian Pacific Railway Co. find difficulty, however, in supplying cars, as, owing to the strike of the U. B. R. E., they are receiving more freight than they are discharging, and numbers of cars remain unloaded.

Owing to the increased cost of living, due to the high rents, dear fuel and the advanced prices of foodstuffs, there has been a general demand from wage-earners for an increase of pay. The employers have to a certain extent met this demand.

The United Brotherhood of Railway Employees have gone out on strike in sympathy with the organization at Vancouver. The union gives as the reason for going out, that the Canadian Pacific Railway Company discharged a member for what they consider insufficient cause. The demand is for the reinstatement of the man discharged and the the recognition of the union.

#### CONDITION OF LOCAL INDUSTRIES.

A company called "The Winnipeg General Power Company" is building an electrical plant on the Winnipeg river, about sixty miles east of the city. It is the company's intention to supply power to operate the electric cars and possibly for other purposes to the city. The company has at present about seventy men engaged clearing ground and building houses.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons and stonecutters have been promised an ad

vance of wages from 52½ cents per hour to 55 cents an hour, for a 53 hour week. This advance has been accepted by these trades. Lathers and plasterers are making a demand for 45 cents per hour, which is an advance of 2½ cents per hour over last year's wages. Carpenters and joiners are asking 40 cents per hour to be the minimum, and for recognition of the union by the master builders. So far neither demand has been granted. Builders' labourers are demanding 25 cents per hour.

*Printing and allied trades.*—The Typographical Union is asking a reduction of the hours of labour.

*Clothing trades.*—Garment workers, and boot and shoe workers are reported as being fully employed.

*Food and tobacco preparation.*—Owing to the rapid increase of population, there is a strong demand for breadstuffs, and all catering trades are busy. Cigarmakers and tobacco workers are putting in full time, working largely piece-work. Cigarmakers are paid from \$7 to \$14 per thousand, according to size of cigar.

*Leather trades.*—Leather workers are in demand and good wages are offered for skilled hands.

*Miscellaneous.*—There is a great demand from hotel, restaurant and boarding house keepers for male and female help, and the supply is very inadequate.

The steam laundries of the city report great activity; they receive their patronage from hotels, private houses, etc., and Chinese laundries are largely supported by transient workingmen. The latter are reported as being on the decrease, rather than gaining ground.

*Unskilled labour.*—This kind of labour has not been in much demand this month; hundreds are waiting for the opening of spring work, when it is expected that there will be more work than workers.

#### BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

There has been little change in the labour market since last month. With the near approach of spring there are indications of a prosperous season for all industries. Judging from the plans projected there will be a large number of buildings erected and many improvements made this coming season. The demand for dwelling houses exceeds that of any previous year, due to the number of people coming into the city. The Canadian Pacific Railway Co. also intends to carry out considerable improvements in this city as soon as the weather will permit. A new overhead bridge will be built for the accommodation of traffic over the tracks; and an extension will be made to the station. A new freight-house, and a modern locomotive workshop will also be erected. In the outlying districts as well the prospects are very satisfactory for all engaged in the building trade. Several factories have again commenced work after having closed down in the beginning of the year for necessary repairs. Much activity is evidenced in the planing mills, saw-mills and binder twine factory, all of which are working full time. Activity in all commercial lines is also evidenced in this city. The Brandon Seed House sales are double those of last year at this time. One manufacturer of agricultural implements at Lindsay, Ontario, sent into this province seventeen car loads of goods last week, which have been distributed throughout this district. There is some falling off in transportation service in this city, but passenger traffic is very heavy. Wholesale and retail merchants report trade very good, and anticipate a very brisk trade when spring opens. There has been no change in rates of wages. The local stone-cutters are asking an increase in wages. The Canadian Pacific Railway trainmen are also demanding an increase on present rates, and their case has been laid before the officials at Winnipeg. There is no unrest in the labour market.

## CONDITION OF LOCAL INDUSTRIES.

The exceptionally fine weather brings prospects of an early spring and farmers throughout the district are making preparations for putting in a large amount of grain. A considerable amount of ploughing will have to be done in all parts of the district, although a large acreage was turned over last fall. Considerable farm property has changed hands during the past winter. Settlers coming in with means prefer to buy improved lands in settled districts. There is very little movement of wheat at present, all the elevators in the city and district being full. The mills are running night and day and their elevators are the only ones receiving any grain. There will be about eighteen million bushels of grain in the province and territories to be shipped when navigation opens. The balance will be used for seeding and milling purposes.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—There is no employment for stonemasons or bricklayers as yet. Several carpenters and joiners are working throughout the city. Lathers and plasterers are idle. Plumbers report trade good. Steamfitters are fully employed. Stonecutters are busy. Builders' labourers are idle.

*Metal, engineering and shipbuilding trades.*—Machinists are busy. Linemen report trade good. With blacksmiths trade is somewhat slack. Boilermakers are fully employed, and there are a few openings for first-class boilermakers at high wages.

*Printing and allied trades.*—Printers are busy.

*Clothing trades.*—Journeyman tailors report trade good.

*Food and tobacco preparation.*—Bakers and confectioners are busy. Butchers and meat-cutters find work a little slack. Ice-cutters and drivers are busy harvesting the season's crop.

*Miscellaneous.*—With barbers trade is good, and clerks and stenographers are fully employed.

*Transportation.*—Railway employees are fairly busy, with all freight-handlers in this city at work.

*Unskilled labour.*—Considerable unskilled labour has come into this city, and has made agreements with farmers throughout the district.

## DISTRICT NOTES.

A company of American capitalists has acquired the Eureka coal mine property of Estevan. The company has also purchased valuable clay deposits and will engage in the manufacture of brick and pottery. An extensive plant has been purchased and will be put into operation at once. Great numbers of settlers are coming into the territories and province from the American side, and from eastern Canada.

## CALGARY, N.W.T., AND DISTRICT.

*Mr. S. D. Miliken, Correspondent*, reports as follows :—

## GENERAL CONDITIONS OF THE LABOUR MARKET.

The labour market shows very little change since last month, excepting in the building trades which have been quiet, owing to adverse weather, and in railway circles, eighteen office clerks and freight-handlers, members of the U.B. of R.E., being out on strike. The men were ordered out on March 9, the cause of the trouble being the non-recognition of the union by the company. Business is brisk for the season of the year, and all lines look forward to a largely increased volume of trade. Many settlers are now coming in, and hotels are taxed to their utmost to accommodate the transient trade. Several buildings are under construction and many more will be started as soon as the weather permits; in some rural districts there is a scarcity of lumber which is delaying work some. There is a general activity prevailing throughout the Territory, everywhere new buildings are seen in the course of erection, and trains are filled with settlers and everything indicates that the present year will be the best Alberta has yet known.

The Great West Saddlery Company intend largely increasing its plant, and will give employment to several new hands. A by-law to compel merchants to close at 6 p.m. was defeated by the City Council during the month.

Considerable agitation is going on regarding the 'Lumber Dealers' Association,' which, it is claimed, is keeping back building operations owing to the high price at which lumber is held, a raise having been made notwithstanding a lowering of freight rates. It is also claimed that the association hinders business by refusing to allow other than members to handle lumber, this action cutting off all competition.

#### CONDITION OF LOCAL INDUSTRIES.

*Ranchers* have had a very successful winter, the percentage of losses being quite low. Much feeding has been done the past month owing to stormy and cold weather, but cattle are generally looking well for the season of the year.

*Lumbering* is still very active and every available means are being put forth by the different firms to ensure a supply sufficient to meet the large demand of the coming season.

*Building trades.*—The building trades have had a broken month. The Carpenters' Union has made an agreement with the contractors for the coming season on the same wage basis as last year, viz., \$2.50 per day of nine hours, the main difference being in the cutting off of improvers.

*Leather trades.*—The leather trades are still very active and all men are employed.

*Unskilled labour.*—There is a good supply of unskilled labour in the city, every train brings in settlers, many of whom are looking for work, thus over-crowding the market for this class of labour.

#### ROSSLAND, B.C., AND DISTRICT.

Mr. R. A. Laird, *Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour troubles have been a serious factor in the general labour market in the Rossland and Kootenay-Boundary districts during March. Two conflicts between employers and employees have been in progress, and both have been felt throughout the country.

The United Brotherhood of Railroad Employees has branches throughout the Kootenays and Boundary district, and the men in these sections were called out a few days after the deadlock developed at Vancouver. The centre of the trouble in this division is at Nelson where almost half of the forty men affected resided. Rossland had three men affiliated with the U.B.R.E., Trail one, Robson four, Eholt one or two, and at minor points freight clerks and others engaged in the handling of freight went out in response to the call of the Brotherhood. At Nelson some effort was made to replace the strikers by drafting men from other departments. At Rossland and other points no attempt has been made to fill the places of the men on strike. Merchants have been inconvenienced to some slight extent by the non-arrival of freight, but comparatively little interest is, on the whole, manifested in the struggle.

The continuance, over the greater part of the month, of the strike at the Crows Nest collieries produced a serious effect on the mining and smelting industry. At Trail the cessation of coke shipments from Fernie led to the shutting down of the Canadian Smelting Works, where about 250 men were employed prior to the trouble. Only 35 were retained, these being employed about the roast heaps, etc. The cessation at Trail reduced ore shipments from Rossland, and about fifty miners were thrown out of work as the result. Similar conditions developed at the Le Roi smelter, located a few miles south of the international boundary line. The indirect result was to curtail shipments from the Le Roi mine, with a consequent slight reduction in working forces. With the settlement of the

strike, however, these conditions were placed in the way of speedy alleviation.

The advent of spring weather, accompanied by a resumption of fuel shipments, will probably witness marked activity in the Kootenays and Boundary. The advances in the metal market have been especially remarkable, copper rising from 11½ cents per pound on January 1 to 14½ cents, and lead about \$13 per ton in the same period. The result is that the value of every ton of lead or copper ore mined in the country is largely enhanced in value to the producer, and mine owners will be anxious to place their properties on an operating basis as quickly as possible. Weather conditions will postpone a general resumption of activity for a few weeks.

#### NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent,* reports as follows :—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The employment of labour during the past month has been satisfactory. Some few bricklayers and masons are idle owing to the inclemency of the weather, and for a few days a demand existed for machinists, millwrights and labourers. The scheme for the centralization of cannery plants is now being adopted by the British Columbia Packers' Association, and will result in many changes among the canneries on the Fraser River. The result will be increased facilities for handling the packing operations, and a consequent decrease in the cost of the same. A number of canneries that are in close proximity to each other will be under one management, and the installation of more powerful machinery will reduce the cost of production. The alterations are now well under way and a large number of men are employed. On March 10th an agreement between the canners and the Fishermen's Union was signed which fixes the prices to be paid for salmon during the coming season, up to and including April 11th, as follows :—

Red spring salmon, per pound..	7 cents.
White spring salmon, per pound..	4 "
Steel heads, per pound..	4 "

From April 11th up to and including May 10th, prices will be as follows :—

Red spring salmon, per pound..	5 cents.
White spring salmon, per pound..	2½ "

After May 10th :—

Red spring salmon, per pound..	4 cents.
White spring salmon, per pound..	.25 "

The agreement contains a provision to the effect, that no reduction shall be made on account of the collection and transportation of the fish. No arrangements have as yet been made regarding prices of sock-eye salmon.

The current prices of meats and produce at the city market at the close of the month were as follows :—Beef, 8 cents per lb. per side ; veal, 7 to 10 cents per lb. ; pork, 7 to 8 cents per lb. ; butter, 25 to 30 cents per lb. ; eggs, 25 cents per dozen, wholesale 20 cents ; potatoes, 50 cents per sack ; onions, \$1.10 per sack ; turnips and carrots, 60 cents per sack ; fish, cod, black, 8 cents per lb. ; ling, 8 cents per lb. ; salmon, steel-head, 10 cents per lb. ; halibut, 8 cents per lb. ; herring, 5 cents per lb. ; trout, 12½ cents per lb. ; wild geese, \$1 each ; ducks, 50 cents per brace ; apples, 90 cents to \$1.25 per box.

The clerks in the local offices and freight sheds of the Canadian Pacific Railway Company went out on strike on March 3rd. They ask that their union be recognized.

##### CONDITION OF LOCAL INDUSTRIES.

The lumber camps are busy with demands for help. The mills are running full time with orders ahead. The company which has secured the Ross-McLaren mill that has been idle for about ten years, intends at once to commence repairs with the intention of starting the mill cutting at an early date. The mill will give employment to 400 men steadily. The plant will be run night and day.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons were idle part of the month owing to inclemency.

ment weather. Carpenters and joiners have had steady employment, a number of small residences being put up. Plasterers are all employed, with prospects for a busy season. Among painters the spring work is commencing with a brisk season ahead. Plumbers are busy and are all employed.

*Metal, engineering and shipbuilding trades.*—Iron moulders report a busy month. Machinists and engineers are all fully employed, with a demand for additional help. Electrical workers and linemen report work steady. Shipwrights and caulkers report work good, a large number of new scows being built, and a large amount of repair work being carried out. Among car builders work has been good during the month completing the first cars for the Tramway Company. It is expected that the number of men employed will be increased as soon as the company gets its plant in proper working order.

*Printing and allied trades.*—Printers report a very busy month, several members of the craft working overtime to keep up with orders.

*Food and tobacco preparation.*—Cigar-makers report work quiet. One reason for this is the shortage of raw material, owing to strike on the C. P. Ry.

*Transport.*—A demand for men has been made during the strike of freight-handlers, deck hands, etc., with poor results, all the men available refusing the offer. On the river boat work is plentiful, a large amount of product being shipped.

*Unskilled labour.*—A demand exists for this class of labour to work on farms and on railway construction.

#### DISTRICT NOTES.

*Aldergrove.*—A new company, named "The Aldergrove Shingle Mill Co.," has been formed and has commenced the erection of a mill to cut 100,000 shingles per day and to cost \$10,000. The company has secured 800 acres of cedar land and is getting off the timber for shingle purposes.

*Clverdale.*—Good progress is being made on the construction of the branch line of the Great Northern Railway from this point to Ladner. The contract has been let for a floating dock at the latter port to load and unload to and from the ferry to the cars in transport.

*Chilliwack.*—The past month has witnessed the completion of the dyking contract. This work has been in operation for three years and the cost was in the neighbourhood of \$250,000. This amount will have to be paid eventually by the farmers for whom the money was borrowed at a low rate of interest by the provincial government. Some of the most fertile land of the valley lie inside the dykes, and the great rise in their market values is manifested by the fact that all the farms that have recently changed hands lie within the dyke.

#### VANCOUVER, B.C., AND DISTRICT.

*Mr. Geo. Bartley, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the whole of March Vancouver has been suffering from a serious strike. The effect on business has been felt keenly. The teamsters in sympathy with the strike on the C.P.R. have refused to handle C.P.R. freight, and as nine-tenths of the freight coming into this city is landed at the company's docks and sheds, it will be readily understood how disastrous this is to the commercial interests of the city. Operations in the building trades continue brisk, however, and the demand for carpenters still exceeds the supply. Contractors are endeavouring to get all the work done as far as possible on the old scale, as a new one is in contemplation. Some delay has been caused to the masons by the teamsters' strike, but they are doing their best to overcome the difficulty. Newcomers to the city on applying at buildings for work are asked by the contractor or his foreman if they have their union cards. On and after April 1st the eight-hour day will go into

effect in all branches of the building trades. Conditions in the coal trade are unchanged.

#### CONDITION OF LOCAL INDUSTRIES.

The conference projected between the Cannery Association and the white and Japanese fishermen in regard to the price of fish for the coming season has not yet materialized. This meeting is highly desirable, as on its results depend the success of the coming catch.

The demand for logs continues good and loggers are in demand.

The clerks on the C. P. R. and the members of the United Brotherhood of Railway Employees are on strike. The freight-handlers, teamsters, longshoremen and steamshipmen and messenger boys are out in sympathy, paralyzing business operations.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Lathers report work good, with hours unlimited, as everything is done by the piece system. The boss plasterers have signed the schedule of the labourers. The spring work has started with painters, and the journeymen are busy again. With stonecutters work is only fair, though the season is promising. Builders' labourers report all union labourers at work with prospects good.

*Metal, engineering and shipbuilding trades.*—Iron moulders report work good, and a slight demand for men. The supply of electrical workers exceeds the demand. Shingle weavers report work good, but the business is overrun with Chinese and Japanese, consequently the wages paid white men are below the average.

*Printing and allied trades.*—With printers work has been good in job offices. No demand for men in the newspaper offices.

*Clothing trades.*—Tailors report work dull.

*Food and tobacco preparations.*—Bakers report plenty of business, but no demand for men. Butchers report trade stationary so far as demand for men goes. Price

of meats are : beef, hindquarters, 8 and 9 cents a pound, forequarters, 7 cents ; mutton, whole, 10 to 11 cents; pork, whole, 8 to 9 cents; veal, small, 10½ to 11 cents, large, 7 to 8 cents. Cigarmakers report no demand for men. Local made cigars retail at two cigars for 25 cents.

*Miscellaneous.*—Barbers report no demand for men. Clerks are idle; young men get anywhere from \$5 to \$10 per week. Board and lodgings cost \$5. In the hotels, good dining-room girls are in demand, but Chinese and Japanese do all the domestic work.

#### VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market is fairly satisfactory, and shows a marked improvement over last month. The season's building operations have commenced and carpenters and bricklayers are now well employed. There are comparatively few mechanics out of employment in any particular line of industry, with the exception of plumbers and stonecutters. There is no demand for unskilled labour, and the percentage of unemployed is very large. Unusual activity prevailed in the shipyards during the first half of the month caused by rush of orders for repairs. Blacksmiths secured a reduction in hours without reduction in pay. Unions in other lines of industry are preparing to make similar demands. The trouble between the Canadian Pacific Railway Company and the United Brotherhood of Railway Employees extended to this city on March 18, when the local branch of the British Columbia Steamshipmen's Society became involved, and 100 men working as firemen, oilers and deck-hands on the vessels of the Canadian Pacific Navigation Co., Ltd., quit work.\*

\* A full reference to this dispute is contained in a special article dealing with the strike of U.B.R.E., on the Canadian Pacific Railway in the present issue of the *Gazette*.

## CONDITION OF LOCAL INDUSTRIES.

The largest and most representative convention ever held in this province was that of the Provincial Mining Association of British Columbia, which convened in this city from February 25 to March 2. Two hundred and sixty-five accredited delegates were present,, representing every section of the province. The objects of the association as set forth in the constitution are to protect, develop and foster the mining industry of British Columbia in all its branches. The delegates took a lively interest in all matters brought before the convention, and a large number of resolutions were passed pointing out defects in the present mining laws, and suggesting amendments. The convention will meet annually, and next year will again convene in this city.†

The Victoria Trades and Labour Council, on March 4, 1903, unanimously agreed that the objections to the use of fish traps, purse-seines and gill nets, of greater length than is now allowed, were based entirely on sectional grounds, and that the reasons advanced against their use cannot be sustained by actual facts; moreover, that the fishing industry as at present carried on on the Fraser river is degrading to white labour, because of the advantage taken of cheap Asiatic and transient foreign labour.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—The season's operations have commenced and mechanics are better employed. Bricklayers and masons are fully employed. Carpenters and joiners, and painters and paperhangers report trade as very much improved, but there is still a surplus of labour in both branches. For plumbers and stonecutters trade is quiet.

*Metal, engineering and shipbuilding trades.*—In the machine shops and shipyards a full force of mechanics are employed. Iron moulders are all working. A few machinists are unemployed, but trade is brisk. Electrical workers and linemen re-

port fair employment. Blacksmiths are busy. The new schedule of wages adopted by the Blacksmiths' Union took effect in the machine shops and shipyards on March 1, and was accepted by all employers. It establishes 9 hours as a day's work, and the minimum wage for blacksmiths at \$3.50, and for helpers at \$2.50. The old rate was \$3.50 and \$2.50, respectively, for 10 hours. In the carriage and wagon shops the new scale becomes effective on April 1. Boiler-makers and iron shipbuilders are all working. Shipwrights and caulkers had a very busy month, and at times there was a demand for extra help.

*Printing and allied trades.*—Printers, pressmen and bookbinders are fully employed.

*Clothing trades.*—Journeyman tailors report trade as fair. Garment workers are very busy completing orders for the Yukon trade. This branch of industry is growing rapidly; one firm is moving into larger premises and adding 20 machines to its plant.

*Food and tobacco preparation.*—Bakers report a good month's business; for cigar-makers' trade is dull.

*Leather trades.*—Harnessmakers and saddlers are busy. A new schedule of wages has been adopted by the Leather Workers' Union, and submitted to employers for consideration, but has not yet become effective. It fixes the minimum wage for harnessmakers and saddlers at \$2.50 for 9 hours. They formerly worked 10 hours a day without a fixed minimum wage.

*Miscellaneous.*—Barbers report trade as good and conditions of employment satisfactory. Clerks and delivery employees have had a good month.

*Transport.*—Ship labourers and long-shoremen report work as being plentiful. The trouble between the Longshoremen's Union and Stevedore McDermott commenced in September, 1901, over the refusal of the latter to pay the union rate of wages, was settled during the month by compromise. Street railway employees have con-

† A special report of the proceedings of the convention appears on another page of the present issue of the Gazette.

stant work. Teamsters and expressmen report a good month.

*Unskilled labour.*—Conditions have improved slightly for this class of labour, but the market is still congested.

#### NANAIMO, B.C., AND DISTRICT.

*Mr. Arthur C. H. Spencer, Correspondent,* reports as follows :—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The past month has not been a very good one for labour on the whole, although in some branches of trade business has been fair. With the opening of fine weather it is thought that conditions will improve. In commercial circles business is in a very uncertain state owing to labour troubles present and prospective, as there is a feeling of unrest in labour circles on the coast such as has not been in evidence for years. Until there is some sign of improvement the merchants are very conservative. The banks are also withholding credit to storekeepers and are otherwise taking precautions.

##### CONDITION OF LOCAL INDUSTRIES.

There is very little doing among *fishermen* at present.

In *lumbering* the situation is still good with excellent prospects ahead. The logging camps are kept busy and can hardly fill the demand for logs and cedar bolts.

In *quartz mining* conditions are quiet, it being rather early in the year as yet to get into the mountains. On the west coast of the island matters are promising for a

busy year among the copper properties which are being developed.

In the *coal mining* industry there is a feeling of unrest. In Nanaimo the miners are working steadily and the company is employing those out of work as fast as they can find places for them. At Extension the miners are all idle, and at Cumberland the miners are working, but as the same company own the mines there that own the Extension mines there is a feeling of uncertainty.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—In the building trades business is very quiet, there being hardly any new work on, or in prospect for some time.

*Metal, engineering and shipbuilding trades.*—Blacksmiths and carriage-makers report business fair, but not as good as is usual for the time of the year.

*Printing and allied trades.*—Printers report work as fair.

*Transport.*—Teamsters and expressmen report business as poor for the time of year.

*Unskilled labour.*—There has been very little work for unskilled labour during the month, but the prospects are improving as the weather gets better.

##### DISTRICT NOTES.

*Ladysmith.*—Business is at a standstill owing to the stopping of the Extension mines, which affect nearly everybody in the town. The smelter is still running at full capacity but that is about all that is going on.

## THE BEET SUGAR INDUSTRY IN CANADA.

**D**URING the past year a widespread public interest has been manifested throughout Canada in the establishment, on an extensive basis, of the beet sugar industry in the province of Ontario. It is not, as is sometimes asserted, the first time that an attempt has been made in Canada to

manufacture sugar from raw materials produced in the Dominion. Some twelve or fifteen years ago the experiment of establishing a similar industry was made in the province of Quebec, and at Farnham, Coaticook and elsewhere, large factories were erected and operated for some time.

under a system of bounties from the government of the Dominion. For a variety of reasons the industry at that date failed to achieve success, and the manufacture of sugar in Canada, until the recent developments in the province of Ontario, became again confined to the process of refining the raw product imported from the United States of America, the West Indies and other foreign countries.

#### Department of Labour Investigation.

For a number of reasons the establishment of this industry in Canada is a matter of considerable importance. The fact that sugar is an article that enters into the consumption of every family, and is a considerable element in the daily food of rich and poor alike, renders the attempt to produce it wholly within the limits of this country, of economic interest in itself alone. Moreover, the increasing production during the past few years of beet sugar as compared with cane sugar in the sugar markets of the world, is an additional interesting feature in the establishment of the industry in Canada. The industry is also unique in combining manufacture and agriculture, two of the greatest elements in the life of the Canadian people, and the establishment of it, for this and other reasons, involves a labour problem of a most interesting character, owing to the many novel conditions of employment which it creates. The fact, also, that operations are, as yet, little more than begun, and that the industry is still in a measure tentative, has been thought to render the present a fitting opportunity for reference to its establishment and progress in the *Labour Gazette*.

During the month of December, accordingly, the Department of Labour addressed a letter of inquiry to the business managers of the four factories which have been placed in operation, drawing attention in an inclosed schedule to a series of points regarding plant, product and labour on which information was especially desired. Replies were received in the course of time from all of these, and it is on the facts

thus obtained that the present article is largely based. The department has also received valuable information from the Dominion Departments of Trade and Commerce and of Agriculture, and from the Department of Agriculture of the province of Ontario. With regard to the companies incorporated for the manufacture of beet sugar, but which have not yet begun the erection of a factory, particulars were obtained from the Provincial Secretary of Ontario, and from secretaries of the concerns themselves. Much valuable information was also collected from the press of the Dominion of the past six months, and from correspondents of the *Labour Gazette* in the localities affected.

#### Origin of the Industry in Ontario.

Though the present beet sugar industry in Ontario is not, as above stated, the first of its kind in Canada, it in no way represents a development of the attempt formerly made to establish it in the province of Quebec. The four factories at present in operation in Ontario may be said to have had their origin in a series of experiments inaugurated and carried on over a period of some years at the Ontario Agricultural College, situated at Guelph, Ont. As early as the year 1889 the annual report of the college, and of the experimental farm conducted in connection therewith, contained in the report of the professor of chemistry a reference to experiments in the growing of sugar beets, the attention of that department having been directed to the subject by the extensive investigations in a similar direction carried on in the United States. Encouraging results were obtained from this initial effort, and the experiments being repeated from year to year on a steadily increasing scale, much valuable information was collected with regard to the best shape and size of beets, methods of cultivation, and various other details incidental to the subject. It was found possible to increase the percentage of sugar in the beets, and to improve the co-efficient of purity until both were prac-

tically as high as in the beets grown in Europe for manufacture into sugar. In 1900 a further step was taken by the Ontario Government in publishing in pamphlet form the report of an investigation into the growth and manufacture of sugar beets in the neighbouring state of Michigan, together with the results of still further experiments on the experimental farm at Guelph. This was followed in 1901 with a second governmental publication relating to the growing of sugar beets in Ontario, the results of experiments carried out on a more extensive scale than ever before in the previous year having demonstrated, according to the report, that both soil and climatic conditions in Ontario were suitable for the production of sugar beets, the average yield on the experimental plots situate in different parts of the province being over 17½ tons, individual yields being reported as high as 36 tons to the acre.

### Legislative Encouragement.

The most definite encouragement, however, that the beet sugar industry received, prior to its establishment in Ontario, was in the form of an Act passed by the legislature of the province, assented to on April 15, 1901, by which the sum of \$225,000 was set aside as a special fund for the purpose of encouraging the growth of sugar beets and the manufacture of refined sugar therefrom. It was provided under the terms of this Act that persons or companies operating factories for the manufacture of sugar from sugar beets grown within the province should be allowed a bounty of half a cent per pound upon the production of the first and second years' operations of the factory, and a rate of a quarter of a cent per pound for the production of the third year, payment of bounty thereafter to cease. It was stipulated that not more than \$75,000 should be paid out of the fund in any one year, the maximum sum, in case the total bounties earned should exceed that figure, to be divided proportionately among the claimants. Certain conditions were also imposed upon the companies by the Act. It was provided that at least \$4 per

ton should be paid for all beets delivered to the factory during the first year, irrespective of the quantity of saccharine matter which they contained, and that during the second and third years, payment at the rate of 33½ cents per ton for every one per cent of sugar which the beets contained should be made. All contracts between companies and beet growers were at the same time made subject to the approval of the Minister of Agriculture and the analyst of the Agricultural College, Guelph, or a person nominated by the Lieutenant Governor in Council, was made the referee in the event of any dispute arising as to the amount of saccharine matter contained in the beets.

In this connection, it may be stated that valuable concessions, with regard to the importation of machinery necessary for the plants of the different companies were granted by the Dominion government, and were of material assistance in the establishing of the industry on an efficient basis.

The ratepayers of Dresden voted \$40,000 as a bonus to the factory in that town. The town of Wallaceburg voted \$30,000.

### The Establishment of the Industry.

It having been demonstrated that the soil of Ontario was capable of producing a heavy beet crop with a large percentage of sugar, and the three other requisites of the industry, namely, an abundant water supply, suitable transportation facilities, and a plentiful supply of labour being considered available in Ontario, the active organization of the industry was begun early in 1902, with the result that during the past autumn four factories, representing an aggregate investment of close upon two and a half million dollars began active operations in the manufacture of sugar from raw material grown within the province. The factories are those of the Ontario Sugar Co., Limited, at Berlin, Ont., the Dresden Sugar Company, Limited, at Dresden, Ont., the Wallaceburg Sugar Company, of Wallaceburg, Ont., and the Wiarton Beet Sugar Company, Limited, at

Warton, Ont. The following brief description of the plants in question is necessarily limited to their most salient features.

### The Ontario Sugar Company, Limited.

This company, whose factory is situated at Berlin, in the County of Waterloo, Ont., is capitalized at \$600,000, and began the manufacture of sugar on October 30, 1902, the opening of the factory being made the occasion of a demonstration on October 9 and 10. The plant consists of a main building 314 feet long by 64 feet wide, sugar warehouse (146 x 56), machine shop, cooper shop (34 x 66), seed-house (30 x 60), boiler-house (41 x 76), pumping station (12 x 41), beet sheds and an office building (34 x 34). The first sod was turned on March 24, 1902. The buildings are fire-proof and the work of erection gave employment over a period from May 1 to November 1, to an average of 215 men, besides furnishing a market of considerable importance to local manufacturers of building material. The pumping station, which is situated on the bank of the Grand river, has a capacity of 5,000 gallons per day; the sugar warehouse has a capacity of from 12,000 to 15,000 barrels; the boiler-house contains 18 boilers, each 16 feet long and 5 feet in diameter, and of 70 horse-power; the cooper shop has a capacity of 800 barrels a day. The capacity of the farmers' and railway sheds is 8,000 tons of beets. The sugar factory plant covers about ten acres, although about 40 acres altogether are required for plant, yards, &c. The capacity of the plant is placed at 600 tons of beets per day, which if extended over a season of 100 days, would give an annual product of 12,000,000 pounds of granulated sugar. About 5,000 acres of beets grown within a radius of 50 miles from Berlin are required for this company. Some 250 men are necessary to run the factory at its full capacity. Wages are estimated to aggregate \$12,000 per month, labourers receiving from 15 to 17½ cents per hour and mechanics from 17½ to 25 cents.

### The Dresden Sugar Company, Limited.

Capital to the extent of \$700,000 is invested in this establishment, which is situated at Dresden, Ontario. The main factory building (67 x 258 feet), is of brick, with stone foundations, fire-proof throughout, and 3, 4 and 5 stories high. The lime-kiln house (44 x 52) and boiler-house (52 x 128) are also fire-proof throughout and 3 stories high. The warehouse building (67 x 198) is also of brick with steel girders, cast-iron columns, gravel roofing and cement concrete floor, being 2 stories high. The press-house (44 x 48) is fire-proof throughout and three stories high. The beet storage shed (200 x 400) is a combined steel and wood structure with stone foundation, one story high with cement walls. The building has a capacity of 15,000 tons of beets. The repair shop (24 x 50) is a two-story brick building with ground floor of cement and composition gravel roofing. The cooper shed (26 x 60) is a one-story brick building with cement floor and composition roofing. The capacity of this factory is estimated at from 600 to 800 tons of beets per day, or 80,000 tons of beets per annum, from which it is estimated that 112,000 pounds of sugar will be daily produced, or about 16,000,000 pounds of an annual product. The factory has 14 diffusion cells, each capable of holding 3,000 tons of sliced beets, besides this there are the carbonation tanks, crystalizers, &c., 12 of the latter having a capacity of 20 tons apiece. About 5,500 acres will be required to supply crop for the factory, the area being distributed within a radius of 80 miles of the factory, according to the condition of shipping facilities. Some 237 men, skilled and unskilled, are employed at wages aggregating \$20,000 per month during the manufacturing season.

### The Wallaceburg Sugar Company.

Situated twelve miles from the factory of the Dresden Company, and deriving its raw material from practically the same

section of the province, is the establishment of the Wallaceburg Sugar Company which began the manufacture of sugar on October 25 last, a short time previous to the opening of the Dresden factory. An investment of \$650,000 is represented in this plant, the actual cost of land, buildings and machinery being stated to have exceeded \$630,000. The plant is situated on an area of seventy-one acres held by the company. The main building (269 x 65) is five stories high and the sugar warehouse, capable of storing 20,000 barrels, is 200 x 65 and two stories high. The factory is substantially built, with supports and stairways of steel, floors of cement and steel, and a composition roof, the building being practically fire-proof. One hundred and twenty carloads of machinery were installed, and to carry the material required for the plant it is estimated that 3,000 cars were necessary. Outside of the factory, over \$50,000 has been invested in the construction of houses and in other operations relating indirectly to the industry. The capacity of beets is placed at six hundred tons daily, an area of 7,000 acres being estimated as necessary in future years though only 2,200 acres were placed under crop during the past season. The great bulk of this material was produced within a radius of eight miles of the factory. A product of 2,500,000 pounds of granulated sugar is reported to date, employment being given to about 275 workmen, all adult, and mostly skilled, at wages aggregating from \$50,000 to \$60,000 for the season.

#### **The Wiarton Beet Sugar Manufacturing Company, Limited.**

The factory of the Wiarton Sugar Company, situated in Bruce County, in the town from which the company receives its name, represents an investment of \$500,000. The plant consists of a sugar house with a capacity of five hundred tons of sugar beets daily, the acreage for the supply of which in 1902 was 3,600, three beet storehouses with a capacity of six thousand tons, a sugar warehouse with a capacity of 10,000 bar-

rels, a copper-house with a capacity of five hundred barrels daily, two cooperage warehouses, with storehouses, and other necessary buildings. The company began operations in April, 1902, though sugar making was not begun until December 12. In a favourable year the output of the factory is estimated to reach 10,000,000 pounds of sugar. The total number of men employed in the factory reaches 175, at an aggregate wage of over \$250 per day, or over \$4,000 each alternate week. The situation of Wiarton, at the extreme northern and western edge of the western peninsula of Ontario, has had the effect of extending the area drawn upon for raw material, some of the beets manufactured in the factory being grown, according to the company's statement, at a distance of two hundred miles from the factory.

#### **Aggregate Statistics.**

From the above brief statements, and from the table of the factories published herewith, it will be seen that the companies already engaged in the manufacture of beet sugar in Canada represent a total capital of \$2,450,000, with a product which may be estimated to reach a total of 54,000,000 pounds of granulated sugar annually. An area of about 17,300 acres will be laid under cultivation for the supply of beets, and a large section of the province will in this way be directly influenced by the establishment of the industry. An aggregate of nine hundred and thirty seven persons at total wages of about \$60,000 per month, represents the situation from the standpoint of chief interest to labour. In all of these figures, however, it should again be pointed out that the imperfect scale on which operations have as yet been carried on renders it difficult to present returns which are at once accurate and not misleading, and it has been thought advisable in the present survey to quote returns according to the capacity of the different plants rather than to measure them solely by the experience of the past few months.

TABLE showing the number of beet-sugar factories in operation in Ontario during the past season, with names of companies, amount of capital invested, location of factories, date of commencement of operations, number of men employed, aggregate wages paid, daily consumption of beets, estimated yearly production of sugar, acreage under crop, and area of territory drawn upon for raw material.

Name of company.	Amount of capital invested.	Location of factory.	Date of commencement of operations in factory.	No. of men employed.	Aggregate wages paid.	Daily capacity in tons of beets.	Estimated yearly capacity in pounds of sugar.	Acreage under crop per factory.	Area of territory drawn upon for raw material.
The Ontario Sugar Co., Ltd .....	\$600,000	Berlin, Ont. ....	Oct. 30, 1902	250	\$12,000 per month.	600	12,000,000	5,000	50 miles radius.
The Dresden Sugar Co., Ltd. ....	700,000	Dresden, Ont. ....	Nov. 18, 1902	237	\$20,000 per month during season.	600	16,000,000	5,500	80 miles radius and over whereshipping facilities are good.
Wallaceburg Sugar Co. ....	650,000	Wallaceburg, Ont.	Oct. 25, 1902	275	\$50,000 to \$60,000 for season.	600	16,000,000-17,000,000	3,200 in 1902, in future, 7,000.	Chiefly within 8 miles radius.
The Warton Beet Sugar Manufacturing Co., Ltd.	500,000	Warton, Ont. ....	Dec. 12, 1902	175	Over \$250 per day, or \$4,000 every two weeks.	500	10,000,000	3,600 in 1902	200 miles radius.

### Additional Factories Contemplated.

In addition to the establishments enumerated above, letters of incorporation have been granted to other companies, as set forth in the accompanying table. It will

TABLE showing the names, situation and capital of projected beet sugar manufacturing companies, incorporated but not yet in operation, in Ontario.

Name of Company.	Where situated.	Capital proposed.
Walkerton Sugar Co. ....	Walkerton. . . .	\$ 350,000
Canada Beet Sugar Co. . . .	Galt. ....	500,000
Crystal Sugar Co. ....	Sombra. ....	40,000
London Sugar Refining Co. ....	London. ....	1,000,000
Cargill Sugar Co. ....	Cargill. ....	500,000
Newmarket Sugar Co. . . .	Newmarket. ....	40,000
Peterborough Beet Sugar Co.	Peterborough. . .	350,000

be seen from this that it has been proposed to invest capital to the aggregate extent of \$2,800,000 in the beet sugar industry in Ontario, in addition to that already invested in factories now in operation. With regard to these projected companies, however, it should be said that several of them have not succeeded in interesting sufficient capital to enable a start to be made. The Walkerton and Cargill concerns have already abandoned the undertaking. The London Sugar Refining Co., however, expects to begin operations with a capacity of 1,000 tons of beets daily, grown upon an area of 10,000 acres, and to pay wages averaging from \$10 to \$25 per week to 400 labourers, 50 of whom will be experts. The Peterborough Company has also issued a prospectus, in which the capacity of the projected factory is placed at 550 tons of beets per day, grown upon 5,000 acres, with a production of 12,000,000 pounds of sugar annually. Some 125 men are to be employed, at an estimated aggregate wage of \$25,000 for the 100 days of the season. With regard to the other three companies enumerated in the table the department was unable to secure direct information, the names of all being given as throwing light

upon the extent to which the industry has engaged the attention of the public.

### The Labour Problem.

From the fact that the beet sugar industry has been so recently established in Ontario, very considerable interest attaches to the labour problem which it presents, apart from the circumstance that the obtaining of an adequate supply of labour has been found a characteristic difficulty in the industry in other countries. The peculiar nature of the industry above referred to in combining manufacture with agriculture is largely responsible for this, the shortness of the manufacturing season, which is usually limited to one hundred days, making the problem of continuous employment one of considerable difficulty.

### Classes of Labour Employed.

Unskilled labour is perhaps the class that will be, on the whole, most benefited by the establishment of the industry in Ontario. This, if agricultural labour be included in the term, is the only class that would benefit directly by the considerable increase of employment entailed in the careful cultivation of the large acreage of beets necessary to supply the different factories. With regard to the labour employed in the factories, it would be difficult, without including a more or less detailed description of the processes of manufacture, to furnish an accurate idea of the various classes required. Owing to the degrees to which the handling of the product is effected by automatic machinery, it may be said that constant care in manipulating machinery, rather than hard physical toil, is a leading feature of the employment. A number of special classes of skilled labour, however, are employed in connection with the industry. Among these, coopers may be specially mentioned. Clerks, machinists, engineers, firemen, sugar boilers and general factory labour are also given employment, and one or more skilled chemists are required for each establishment.

### Conditions of Employment.

According to statements furnished by the companies in operation, wages paid to labour in the beet sugar industry range from 15 cents to 17½ cents per hour for common labour, and from 17½ cents to 25 cents per hour for skilled labour. A return from one of the factories stated that the cash outlay on wages account per acre of beets amounted to \$12. Other authorities, however, have placed the cost considerably lower. In the neighbourhood of the Dresden and Wallaceburg factories an average of \$1.50 per day was paid for work in the fields, while women received \$1 and boys and girls of from 12 to 15 years of age 50 cents per day. Labourers provided their own board, but were carried by the employers to and from the fields. Hours of labour are affected by the fact that during the manufacturing season the process of manufacture is uninterrupted, night and day, including Sundays, the men working in two shifts of twelve hours each. The prospects for regular employment in the industry are stated by three of the establishments to be good, employment in the beet fields during the summer being substituted for the indoor work of the manufacturing season proper. In the event of partial failure of the beet crop more or less serious consequences to labour would, of course, ensue from the shortening of the manufacturing season.

An interesting event in this connection, is the suit brought at the instance of the Lord's Day Alliance against the Ontario Sugar Company of Berlin for violation of the Sunday Labour Act, which, at the present moment, is undecided pending the taking of expert evidence as to the necessity of the continuous operation of the factory.

### Labour Supply.

The problem of securing an adequate supply of labour, especially for the cultivation of the beet fields, is one of the most serious to be met by the industry. The factories at Berlin and Wallaceburg have been especially affected in this connection.

At Berlin Indian labour from a neighbouring reservation was employed to a certain extent to meet the scarcity and an attempt was also made by the company to place Chinese labour from Montreal at the disposal of the farmers of the district. This, however, did not prove feasible owing to the increased cost of the labour caused by transportation expenses. The Wallaceburg establishment also received a supply of Indian labour from the reservation on Walpole Island, and some seventy Belgian labourers were in addition brought into the town and accommodated in houses erected by the company. From Wiarton no report was received on this subject, and at Dresden satisfactory conditions with regard to the supply were stated to exist.

#### Effects on the Agricultural Industry.

From facts already mentioned it will be seen that the establishment of the beet sugar industry in Ontario has had an important effect upon agriculture in the districts drawn upon for raw material. This will be further evident when it is stated that the Dresden Sugar Co. paid out for sugar beets the sum of \$103,519.04 last season, while the Wallaceburg Company expended a total of about \$75,000, and expected to have paid out \$250,000 had not wet weather seriously diminished the yield. This fact, together with the large acreage necessary for the growing of the beets, and the many novel conditions of land preparation, cultivation and harvesting, had the effect of arousing widespread interest in the new phase of employment introduced by the industry among the more familiar agricultural operations. The securing of a sufficient quantity of raw material for each factory is provided for by a system of contracts between the companies and individual farmers or other growers, the average area contracted for running from one to twelve acres per farm, though there are instances, of course, of considerably larger areas being devoted to beet culture by particular agriculturists. An interesting development in this connection was the organization of syndicates for the carrying

on of beet-growing operations on a large to the respective advantages of this system and that of the work as carried on by farmers on their own farms. In the important matter of obtaining labour, the companies, from carrying on business in a large way and being able to move help from section to section as required, were stated to have had a possible advantage. On the other hand, it was found difficult to obtain land in every instance suited to the cultivation of the crop. On the whole, the system of individual ownership and control of the crop was said to have been proved very satisfactory by the operations of the past season.

Other more specific results have followed the introduction of the industry. Land values, it is stated, have in many localities materially increased, and farm rentals have also shown an upward tendency. The effect on the market for farm labour has been already touched upon. The crop is said to have a beneficial effect upon the soil, the careful methods of cultivation necessary ridding it of thistles and other weeds. It may be mentioned also in this connection that the pulp, which represents about fifty per cent of the tonnage of beets worked up in the factories, has been found in some cases to possess excellent properties as cattle feed, the farmers being able to obtain it from the factories on advantageous terms. The fact that it can be siloed and preserved is a point greatly in its favour, and it is also stated to possess good qualities as a fertilizer.

#### Other Industrial and Economic Effects.

The other industrial and economic effects following the introduction of beet sugar manufacture in Canada are largely those consequent upon the establishment of any new industry on a scale sufficient to effect other than purely local conditions. Retail trade has been materially benefitted in the localities in which the factories have been established. The industries supplying material for the construction of factories may also be mentioned in this connection. With

regard to more permanent results than the last named, however, might be mentioned the enhancement of wages, and the various other beneficial conditions that usually arise out of an increase in the general amount of employment. Reference should be made here also to the extent to which limestone enters into the production of sugar from beets. During the past season the Dresden Sugar Company consumed some 2,000 tons of limestone, quarried at Amherstburg and St. Marys, the price of which, delivered in Dresden, was \$2 per ton; the Wallaceburg Sugar Company also consumed 2,000 tons of limestone delivered from Amherstburg at \$1.75 per ton, and the Ontario Sugar Company of Berlin consumed 1,600 tons of Canadian limestone, which cost the company \$1.50 per ton. Upon the railway companies also the establishment of the industry has had beneficial effects, railway transportation being required both in the gathering of raw material and in the distribution of the finished product.

### The Market for Sugar.

With regard to the market for the product of the beet sugar industry, it is the supplying of the domestic demand, in whole or in part, that the factories have thus far had in mind. The cities of Montreal, Toronto, Hamilton, London and Winnipeg have been the chief wholesale distributing points, though the great bulk of the product has not gone outside of the province of Ontario. In this connection it will be of interest to present a few particulars with regard to conditions in the Canadian sugar market, and the leading factors governing the question of supplying it.

With a view to showing the growth of sugar consumption in Canada during the past thirty years, the following statistics are of importance. During three consecutive periods of 10 years each there have been imported into Canada of sugar, raw and refined, the following number of pounds :—

In the ten years ending.	Pounds.	Valued at.
1880.....	997,974,114	\$48,765,729
1890.....	1,771,640,695	51,544,900
1900.....	2,877,587,982	69,722,557

These figures show that the average yearly increase in importations in the ten years from 1890 to 1900 was 33,228,070 pounds, or 42.9 per cent greater than that for the ten years from 1880 to 1890, whereas the average yearly increase in population was only 15.6 per cent greater during the former than during the latter period. The proportional increase, therefore, is considerably greater in sugar than in population. In this connection the Ontario Government's report of 1901, relating to sugar beet culture, as mentioned above, states : 'Upon the basis that one factory has the contracts for 5,000 acres of sugar beets, yielding 15 tons of beets per acre, and that 100 lbs. of beets yield 10 lb. of granulated sugar, it would require at least nineteen factories, running full time, to produce the sugar imported annually during the above ten year period ending 1900. Nineteen factories would, therefore, handle 1,425,000 tons of beets, which, at the average price of \$4 per ton, would represent \$5,700,000, distributed among and put into circulation through 142,500 farmers. Granting that labour constitutes about 60 per cent of the total cost of cultivating and delivering at the factories, from the above required 1,425,000 tons of beets there would be distributed annually for labour on the farm about \$1,995,000.'

With regard to the consumption of sugar in Canada during the year ended June 30 last, the following statistics, supplied by the Department of Trade and Commerce, are of value. There were 53,458,247 lbs. of refined sugar imported, to the value of \$1,328,830, and 337,900,702 lbs. of raw sugar of a value of \$6,576,212. To this might be added syrups and molasses, practically used for refining purposes, to the extent of 1,310,425 lbs., of a value of \$26,013. In addition to this, molasses to the amount of 5,027,063 gallons, valued at \$895,215; sugar candy to the amount of 1,419,049 lbs., of the value of \$163,663 ;

glucose or syrups containing glucose to the amount of 4,894,258 lbs., valued at \$101,744; and maple sugar and syrups to the amount of 72,605 lbs., of the value of \$17,380, were imported. Of these, there were entered for consumption: refined sugars, 51,379,428 lbs., of a value of \$1,293,934; gray sugars, 318,696,014 lbs., of a value of \$6,358,874; syrups and molasses for refining purposes, 1,355,552 lbs., of a value of \$26,037.00; molasses, 4,530,071 gallons, of a value of \$902,471.00; sugar candy, 1,430,653 lbs., of a value of \$164,990.00; glucose and glucose syrups, 5,090,359 lbs., of a value of \$103,437.00; maple sugars and syrups, 84,715 lbs., of a value of \$9,551.00.

According to the year-book of the United States Department of Agriculture the world's production of sugar in 1900 was 9,516,629 long tons. Of this total only 3,420,770 tons were manufactured from cane. Among the countries producing beet sugar Germany came first with 1,970,000 tons, France next with 1,170,000, Austria third with 1,095,000 tons and Russia fourth with 890,000 tons. The United States produced 75,859 tons. It is the competition of German factories that constitutes perhaps the most important element in the sugar market of to-day. Long experience in the growing of beets, the large scale on which the industry is established, there being over 400 sugar factories and 72 refineries in the German Empire, the low rates of wages, and the bounty granted by the government on sugar exported abroad are the chief advantages in the possession of the German

manufacturer. Against this, however, are to be placed the disadvantages of old and unimproved machinery, and the high prices of land for rental.

### Experience of the Past Season.

Although it is somewhat difficult as yet to estimate the exact results of the past season's operations in Ontario and to state their entire significance for the future industry, one or two of its leading features may be mentioned. On the whole very disadvantageous conditions may be said to have prevailed throughout the year, and the industry to have been met at the outset with an exceptionally severe test. The high price of fuel was prominent among these, the consumption of coal being an important item in the expenses of the manufacturing process. Crude sugar, on the other hand, was exceptionally low in price, and the fact gave competing refineries a considerable advantage. The wet weather, also, which prevailed throughout the season, was unfavourable to the beet crop, in some cases causing an almost total failure. In this connection, however, it may be said that at a meeting of beet growers held at Berlin during the month of February, though the unfavourable season and lack of experience were reported as heavy obstacles, the general feeling on the whole was one of encouragement. With these facts in view it will be seen that the coming season will prove in many ways a crucial one for the industry, and its operations will be regarded with interest in all parts of the Dominion.

## THE AGRICULTURAL INDUSTRY IN MANITOBA AND THE NORTH-WEST TERRITORIES.

IN Manitoba, and particularly in the North-west Territories of Canada, agriculture may be considered the leading industry to a degree that renders all other trades and callings practiced within the area practically subsidiary and dependant upon the more important occupation. This fact,

coupled with the attention which the vast and fertile areas still unoccupied in western Canada are at present exciting in Europe and the United States as a field for settlement, and the unprecedented influx of population which has, as a consequence, taken place during the past few months

and is projected for the coming season on a still more extensive scale, makes any statistics relating to the territory in question and to the agricultural industry pursued therein, of particular interest at the present moment. The recent appearance of Bulletins 14 and 15 of the Canadian census of 1901, which are devoted to the subject of agriculture in Manitoba and the North-west Territories, is, therefore, particularly timely. The field covered under the term North-west Territories, it may be pointed out, embraces Assiniboia, Saskatchewan and Alberta, or roughly speaking the whole of the territory lying between Manitoba and the Rocky Mountains from east to west, and southward from Little Slave lake and the Churchill river to the international boundary.

As in the previous publications of the census on the agricultural industry in Canada, the returns have been compiled to show statistics of areas of five acres and over as farms, and of areas under five acres as lots, together with full enumeration of crops and live stock.

### Agricultural Areas in Manitoba.

The province of Manitoba has an area of 47,188,298 acres, of which 6,019,200 acres are water surface. Of the land area 21.48 per cent are farms and lots, the average size of the former being 277.96 acres, and of the latter, 1.45 acres. There are 31,812 farms of five acres and over, of which 3.94 per cent is farms and lots, the average size 101 to 200 acres; and 47.9 per cent are 201 acres or more. Of the 683 lots, 35.58 per cent are less than an acre each, and 64.42 per cent are an acre or more. Only 8.7 per cent of the area occupied as farms is leased, while 20.14 per cent of the lots are leased or rented, the balance in each case being owned. Over three-quarters of the land in lots is in an improved state, as is 45.18 per cent of the farm lands. The unimproved land consists of 258,697 acres in forest and 4,589,102 acres in various other conditions unfit for cultivation.

### Fruit-Growing in Manitoba.

There are 562 acres in orchard in Manitoba. The land in vegetables and small fruits has increased from 2,132 to 4,549 acres in the decade which has passed since the last census. There are in the province a total of 8,332 apple trees, 44 peach trees, 97 pear trees, 41,663 plum trees, 13,642 cherry trees and 343 grape vines. The yield in the last census was 3,254 bushels; in the former census year it was 3,578 bushels.

### Manitoba Field Crops.

Wheat, oats, barley, flax, potatoes and forage crops occupied 99.88 per cent of the area devoted to field culture, in 1900, proportioned as follows: wheat, 71.3 per cent; oats, 20.82 per cent; barley, 5.07 per cent; flax, 0.52 per cent; potatoes, 0.58 per cent and forage crops, 1.59 per cent. The acreage in wheat has increased during the decade by 119 per cent, of oats by 124 per cent, of barley by 147 per cent, and of potatoes by 64 per cent. A great part of the hay crop was produced from unbroken prairie; the yield of 1900 being 7,471 tons less than that of 1890. An acreage of 2,756,106 acres was under crop in the last census, representing an increase at the end of the decade of 1,523,532 acres, or 124 per cent. The following table shows the average yield per acre of the principal crops for the harvests of 1890 and 1900:

	1900.	1890.
Wheat... ..bush.	9.34	17.9
Oats.... .."	18.46	32.6
Barley... .."	19.09	25.7
Potatoes... .."	119.74	179.4

The season of 1900, it is explained, was very unfavourable for grain crops throughout Manitoba and the Territories; consequently the averages of production per acre are less than those of the former Census for the province, as shown in this table.

### Live Stock and Animal Products.

Compared with the former census, an increase is shown in the number of horses on farms and lots of 89 per cent, milch cows 71 per cent, other horned cattle 41 per cent, swine 133 per cent, and poultry 115 per

cent. Sheep show a decrease of 18 per cent. There are, on an average 5 horses to each farm, 4 milch cows 6 other horned cattle, 1 sheep, 4 swine and 34 poultry of all kinds. In the table of animal products for the number killed or sold for slaughter or export, an increase is shown of 46,469 in cattle, of 194 in sheep and of 83,082 in swine. A greater decrease of sheep has taken place in the coarse-wool breeds, the quantity of fine wool being less than at the former census by only 1,155 pounds, while the coarse wool is less by 24,222. The production of home-made butter is 3,846,293 pounds greater than 10 years ago, and 20 factories have been put into operation in the decade. The production of 5,038,062 dozen eggs, valued at \$605,534, is enumerated.

### Agricultural Values in Manitoba.

The total value of farms and lots with the buildings thereon amounted to \$113,283,261, as shown in the Census Bulletin, the value of implements and machinery being placed at \$12,169,619; of live stock at \$25,902,201, and of crops and animal products of the census year at \$24,415,255. The total value of farm property is \$149,617,965, of which sum, land represents 62.30 per cent, buildings 13.40 per cent, implements and machinery 8.02 per cent, and live stock 6.28 per cent. The average Manitoba farm of 277.96 acres, of which 125.51 acres is improved, is valued at \$4,703.19, of which \$3,560.22 is represented in lands and buildings, \$377.15 in implements and machinery, and \$765.82 in live stock. The gross value of farm products for the census year was \$16,815,964 for crops, and \$7,221,883 for animal products, making an aggregate of \$24,037,847, or \$755.62 in the year for an average farm, which is 16.07 per cent of the investment. It is pointed out that this low average is the result of the failure of the grain crops in the year in which the last census was taken.

The following additional statistics as to agricultural values in Manitoba may be quoted from the Bulletin:—

The average value of horses on farms per head is \$96.19, milch cows \$33.52, other horned

cattle \$18.87, sheep \$4.88, and swine \$6.89; and the average value of horses per farm is \$461.33, milch cows \$141.36, other horned cattle \$119.61, sheep \$4.35, swine \$26.76, and poultry and bees \$12.41.

In the value of dairy products is included the milk and cream sold to cheese and butter factories, amounting to \$318,714. There were in operation in the province during the census year 67 factories, of which three made cheese and butter, 39 made cheese only and 25 made butter only. The cheese product was 1,257,413 pounds, worth \$120,344, and the butter product 1,506,682 pounds' worth \$282,487, making a total value of \$402,831. In the former census year there were 23 cheese factories and 8 creameries in the province, and the total value of their product was \$103,887.

The extent of land rented as farms is 769,254 acres, and the rental value for the year is \$514,488, being an average of \$0.67 per acre or \$186.23 a year for an average farm. The rate of wages for hired labour on the farm, including board, is \$6.24 per week.

### Agricultural Areas in the North-west Territories.

Of a total land surface area of 187,932,617 acres contained in the North-west Territories, only 6,569,064 acres, or 3.5 per cent is occupied as farms and lots. The average size of the farms is 288 acres, and of the lots 0.92 acres. About 39 per cent of the lots are an acre or more, and of the 22,813 farms of five acres and over, 64.08 per cent are of from 101 to 200 acres, 34.05 per cent of from 201 acres and more, the balance being under 100 acres in area. On farm lands 93.22 per cent are owned and 6.78 per cent are leased or rented; while of the lots 80 per cent are owned and 20 per cent are rented. About five-sixths of the lands in lots is in an improved state and 24.31 per cent of the farms. The unimproved land consists of 119,350 acres in forest, and 4,852,359 in various other conditions unfitted for cultivation. Field crops, exclusive of hay, occupy 53 per cent of the improved land. Forest plantations cover 270 acres and trees have been planted on farms and lots to the number of 478,427, or an average of 21 for each farm and lot.

### Fruit-Growing.

There are only 264 acres under orchard in the Territories, of which two acres are on lots. The land under vegetables and small fruits has increased from 1,268 acres, in 1891, to

2,541, in 1901. The total number of bearing and non-bearing apple trees in the Territories is 2,488, of peach trees, 305, of pear trees 1,301, of plum trees 4,392, of cherry trees 1,845, of other fruit trees 70, and of grape vines 1,385. The yield of fruit trees in the last census year was 1,590 bushels; in the former census year it was 1,879 bushels.

### Field Crops in the Territories.

Wheat, oats, barley, potatoes and forage constitute the chief crops of the Territories, occupying over 99 per cent of the whole area devoted to field culture in 1900. The comparative importance of these crops, according to the area occupied, was as follows: Wheat, 62.83 p.c.; oats, 30.75 p.c.; barley, 2.71 p.c.; potatoes, 1.18 p.c., and forage crops, 1.99 p.c. Wheat planting showed an increase during the decade of 409 p.c.; oats, 2.72 p.c.; barley, 120 p.c.; potatoes, 137 p.c., and rye, 1,870 p.c. Almost the whole of the hay crop was produced from unbroken prairie, the yield having increased from 155,860 tons in 1890 to 831,157 tons in 1900. The whole area under crop in the Territories is estimated to have increased by 649,073 acres, or 333 p.c. in the last ten years.

The following table shows the average yield per acre of the principal crops for the harvests of 1890 and 1900:—

	1900.	1890.
Wheat.....bush.	17.17	15.70
Oats....."	23.35	26.42
Barley....."	20.68	25.45
Potatoes....."	128.74	133.30

It should be remembered that the season of 1900 was very unfavourable for grain crops throughout Manitoba and the Territories, though the average of production per acre is nearly as good as in the former census.

### Live Stock and Animal Products.

During the past ten years an increase of 189 p.c. is shown in the number of horses in the Territories, milch cows 178 p.c., other horned cattle, 151 p.c., sheep, 137 p.c., swine, 487 p.c., and poultry, 187 p.c. The averages of live stock per farm are: Horses 7, milch cows 4, other horned cattle 19,

sheep 6, swine 3, and poultry 23. There was an increase of 183 p.c. in cattle, of 66 p.c. in sheep, and 113 p.c. in swine. The quantity of coarse wool is greater than in 1890 by 71,152 lbs., and the fine wool product by 272,194 lbs. The production of home-made butter has nearly doubled, and ten factories have gone into operation during the decade. The production of eggs was 2,197,237 dozen, valued at \$326,848, in 1900.

### Agricultural Values in the Territories.

The total value of land and buildings is \$44,803,361, for implements and machinery, \$6,061,656, for live stock, \$28,225,323, and for crops and animal products of the census year, \$13,389,665. The total value of farm property is \$76,331,742, of which sum land represents 47.20 p.c.; buildings, 11.48 p.c.; implements, 7.88 p.c., and live stock, 33.44 p.c. The value of a farm of average size in the Territories (287.94 acres, whereof 70.01 acres are improved and 217.93 unimproved) is \$3,345.97, of which \$1,963.60 for land and buildings. The aggregate value of farm products in the census year was \$12,802,296, or \$561.19 for the average farm, thus representing a return of 16.77 p.c. on the investment. Field crops represented 56.35 p.c. of the value of the year's production, live stock 26.01 p.c., and dairy products 9.19 p.c.

The following statistics are added in the bulletin:—

The average value of horses on farms per head is \$64.67, milch cows \$34.98, other horned cattle \$25.80, sheep \$3.88, and swine \$5.76; and the average value of horses per farm is \$433.41, milch cows \$143.38, other horned cattle \$492.71, sheep \$21.96, swine \$18.07 and poultry and bees \$9.24.

In the value of dairy products is included the milk and cream sold to cheese and butter factories, amounting to \$80,198. There were in operation in the Territories during the census year 15 factories, of which two made cheese only and 13 made butter only. The cheese product was 22,693 lbs., worth \$3,254, and the butter product 476,034 lbs., worth \$98,011, making a total value of \$101,271. In the former census year there were four cheese factories and three creameries in the Territories, and the total value of the product was \$17,322.

The extent of land rented as farms is 445,544 acres, and the rental value for the year is \$156,847, being an average of \$0.35 per acre or \$100.78 a year for an average farm. The rate of wages for hired labour on the farm, including board, is \$6.83 per week.

## CONVENTION OF THE BRITISH COLUMBIA MINING ASSOCIATION AT VICTORIA, B.C.

An important event of the present industrial season in Canada was the holding of a convention at Victoria, B.C., during the closing days of February and the opening days of the past month, for the purpose of completing the organization of a Provincial Mining Association and for the discussion of various topics of interest pertaining to the mining industry in that province. In view of the importance of mining in British Columbia, both in relation to the other industries of the province and to the mining industry throughout the Dominion, and in view of the conditions at present reported as existing in the mining situation in British Columbia, many of the views expressed and the general action of the convention are of interest throughout Canada. An attempt was made to bring together at the convention representatives of every interest dependent upon the Mining Industry in British Columbia, and the programme of topics introduced for discussion was made inclusive, in so far as possible, of every aspect of the present situation. The following brief report of the proceedings of the convention has reference only to the more important measures discussed and adopted.

### Opening Proceedings.

The meeting, as called together by the provincial organization of the association, consisted of representatives from every section of the province and of every department of the industry. In all there were in the neighbourhood of two hundred and sixty-five delegates present. A feature of the personnel of the convention in this connection was the care with which delegates were chosen by the various localities represented. The opening meeting was held in the Board of Trade rooms, Victoria, on the morning of February 25, being called to order by the chairman of the executive committee of the local branch. A local chairman was appointed and other business of a preliminary nature transacted, such as

the crediting of the delegates, the arrangement of proportional representation, and other matters. Various speeches were made relating to the objects of the meeting and the policy to be pursued by the association. The consensus of opinion, as expressed at the opening session, was that the association should not be a technical one, nor yet commercial or financial, and that it should not have anything to do with the labour problem, or interfere in any way with labour unions, but simply concern itself on behalf of the mining industry and in promoting and protecting the legal rights and privileges of miners, prospectors, mine owners and mine investors, the improvement of the present depressed condition of the industry and the restoration of confidence in legitimate mining investments, being stated as the leading objects of the organization of the association. The balance of the opening day was devoted to a civic reception held at the City Hall. The labour union delegates to the convention, to the number of twenty-four, also held a separate meeting in the evening.

### The Mining Tax Discussed.

The discussion of the two per cent mineral tax and kindred subjects occupied the attention of the delegates over a considerable period of the second day's meeting of the convention. The resolution presented was to the effect that the provincial government should be urged to abolish the so-called two per cent mineral tax upon the output of mines 'because of its injurious effect in entirely repressing the mining of low grade ore and because of its effect in discouraging the investment of outside capital.' The matter was thoroughly discussed in the morning session and carried with only one dissenting voice.

At the afternoon session of February 25 the convention endorsed the resolutions passed by the Silver Lead Mines at Sandon on December 17, 1902, urging the enactment of a tariff act in protection of the

producers, manufacturers and transporters of lead. A resolution recommending the establishment of a separate portfolio of Mines at Ottawa in order to promote the development of the mineral resources of the Dominion was proposed but was held over for further consideration. As supplementary to the resolution regarding the abolishment of the two per cent tax the convention put itself on record as not being opposed to a fair and equitable taxation of the mining industry.

#### Various Resolutions Passed.

Various resolutions of importance were passed during the third day's proceedings of the convention. Among these reference may be made to the following: A resolution to the effect that the collection by the government of dues in respect to timber and cordwood cut and used by the owner on his own mines and mineral claims for mining purposes should be discontinued, was passed unanimously. A resolution to repeal the code signals for mine hoisting was discussed, and an amendment carried to the effect that the government should be urged to immediately obtain information and advice from miners and mine owners as to the amendment of the code, so as to make it as perfect and safe as possible. At the afternoon session of February 27 the amendment of the Provincial Boiler Inspection Act was discussed, final action being deferred. It was resolved that owners of Crown-granted mineral claims sold for taxes should have the same right of redemption for six months as is accorded to all other owners of Crown-granted or other lands sold for taxes. In the opinion of the convention the law relating to free miners' certificates should be amended so that failure to keep up a free miner's certificate shall work forfeiture for rights acquired in it. Resolutions to the effect that, for purposes of taxation, Crown-granted mineral claims should be placed in the same position as other mineral claims, and that a commission should be appointed to inquire into transportation matters as they bear upon the mining industry, were also discussed.

#### The Adjustment of Labour Difficulties.

The report on the constitution and by-laws of the association occupied the bulk of the convention's attention for the balance of the third day's session, the discussion was of particular interest from the standpoint of labour, owing to the fact that it elicited a number of interesting expressions of opinion from the delegates on the question as to what should be the attitude of the new organization in respect to disputes between capital and labour. After a thorough discussion of the expediency of the association dealing with disputes between capital and labour, the section of the constitution recommending that the association should be non-political, and should have nothing to do with any labour problem, nor interfere in any way with labour unions, was referred back to the committee for a further report.

At the evening session of February 27, further reference was made to the abolition of the two per cent tax. The convention suggested as a substitute the levying of a tax upon the net annual income of the mine. The reduction of the government fee for Crown grants of the mineral claims from \$25 to \$10 was recommended, and the necessity of the suppression by the government of fraudulent statements regarding mining property in British Columbia was strongly endorsed.

#### The Fourth Day's Proceedings.

On February 26, morning, afternoon and evening sessions of the convention were held and much important business transacted. A constitution and by-laws were adopted, officers were elected, and resolutions were passed urging the government to take action to prevent the occurrence of disastrous disputes between capital and labour.

The section of the constitution above referred to as defining the position of the association with regard to disputes between capital and labour was amended to read as follows:—

'This association shall be non-political and shall not permit discussions in any of

its conventions or meetings on social problems; nor shall it interfere in any way with labour unions; provided, however, that the association shall be at liberty to use its good offices in adjusting and settling mining labour difficulties.'

A resolution urging the provincial legislature not to enact legislation affecting the mineral industry of the province unless the same has been approved by the association, or unless the association has been given a reasonable period within which to consider and advise on such contemplated legislation, was laid upon the table.

With regard to the Boiler Inspection Act, it was recommended that the government should be asked to investigate the operation of the Act with a view to its amendment.

At the afternoon session, after the election of officers, and in order that a representative body of men may be obtained for the executive committee, the convention dissolved itself into five sections representing the different classes, as follows: (1) miners and prospectors, (2) mine managers, and owners, (3) smelters, (4) business and professional men, and (5) farmers and others. The convention was addressed by the Lieutenant Governor.

#### Labour Commission Recommended.

In view of present conditions in the mining industry in British Columbia, the following resolutions passed, on February 28, by the association, is of considerable significance and interest:—

'Resolved, that the government of British Columbia is hereby requested to forthwith appoint a commission of three members whose duties it shall be to examine as fully as possible into the existing relations of employer and employees engaged in the mining industry in this province, and to gather data on the question of capital and labour therein employed; the said commission in the meantime to be regarded as a conciliation board in any mining labour troubles that may occur with a view to the settlement and prevention of such trade disturbance.'

#### Intervention in the Fernie Coal Strike.

At the evening session of February 28 a delegation from the convention was appointed to proceed to Fernie to meet the management and the employees of the Crow's Nest Coal Company, and endeavour to bring about a settlement of the strike, the expenses of the delegation to be paid out of the funds of the association.

#### The Placer Mining Act.

The committee on the placer mines presented a lengthy report dealing with the Placer Mining Act of the province, changes in which were recommended in many important particulars. The report, after a lengthy discussion by the convention, was carried.

#### Closing Day's Session.

The convention held its closing session on Monday, March 2. There were two important incidents which marked the final day's proceedings, namely, the announcement from the manager of the Crow's Nest Company of the willingness of the company to lend every assistance to the commission of inquiry into the strike at Fernie, and the selection of Victoria as the meeting place for the next convention. It was moved and carried that in view of the scarcity of coal and coke, as supplied by the Crow's Nest coal mines to the smelters and mines of British Columbia, the Dominion government be requested to take steps for the immediate opening of coal mines on the 50,000 acres held by it in South-east Kootenay, under such provisions as would ensure a large supply at an early date and at a reasonable price. The convention dispersed with many expressions of satisfaction among the delegates with the results of the meeting. The association since that date has received the endorsement of several public bodies throughout the province.

## COST OF LIVING IN CANADA—SPECIAL INVESTIGATION BY THE DEPARTMENT OF LABOUR.

THE phrase 'cost of living' has been well defined as meaning the purchasing power of money on the retail market in the procurement of food, shelter, raiment, and of things generally which are chosen by the purchasers thereof for their personal or family use as necessities or luxuries of life. Necessaries are popularly so termed because each of them is required in greater or less quantity by each person or family, the quantity depending, in each individual case, on personal taste or of purchasing ability or of both. Luxuries are popularly so termed because, as a rule, the prices which their quality or scarcity commands places them beyond the reach of the masses. The popular line thus drawn between necessities and luxuries is sufficient for all practical purposes. In an investigation for cost of living, while it is true that to be absolutely correct luxuries should be taken into account, for practical purposes they may be disregarded.

The cost of living, as thus defined, is not the same at all times, or in all countries, nor at all places in the same countries, chiefly because, in the present stage of distributive agencies, the prices paid for things that may be deemed exactly alike or equivalent in quantity or quality are more or less affected by general, national and local conditions or influences of various kinds. There are in fact even marked and sometimes extraordinary differences between the retail prices of the same article even in the same cities, according to location, and the class of purchasers. The tendency, nevertheless, is towards a widespread equalization of prices.

### Importance of Cost of Living.

The cost of living is a subject than which there are few, if any, of greater interest to all classes in the community, both historically, as an index of material prosperity or the reverse, and as a factor of wide practical application, information permitting of a

comparison of individual receipts and expenditures is of the very first importance. Since its establishment the Department of Labour has published in the *Labour Gazette* many statistical tables on the rates of wages and hours of employment current in a large number of trades in the various cities and larger industrial centres in the several provinces of the Dominion. There have also been published on two or three occasions brief statistical tables setting forth the current prices of commodities of general consumption, the rents of dwellings and the cost of board and lodging in the several cities of the Dominion.\*

There are few subjects in regard to which information has been more generally sought from the department since its establishment than this one of costs of living, and this information has been asked for so as to admit of comparisons being made not only between the cost of living in one part of the Dominion and in other parts, or during the present year as compared with previous years, but also for the purpose of enabling comparisons to be made between the cost of living in this country and in other countries as well. In order to be able to satisfactorily meet future inquiries of a similar sort the department commenced in the month of November, 1902, a special investigation into this subject.

### Investigation of the Department.

The investigation was conducted with a view to collecting and classifying information which might serve the threefold purpose which the inquiries of the department suggested it was advisable to meet. Two methods were adopted for procuring the information: personal investigation by officers of the department in particular localities and investigation conducted by means of correspondence with the aid of

\* The articles herein referred to will be found under the title of 'Cost of Living in Canada' in the following number of the *Labour Gazette*.

printed schedules from the offices of the department. In both cases the information obtained was to be first-hand information ; all quotations of prices, rents or the like, to be accepted only from persons in a position to give such information. Except for purposes of comparison with previous years the quotations to be taken were to be current quotations only. In the excepted instances the information might be gathered from a variety of sources, including published quotations contained in printed records of publications extending over a period of years.

An effort was made in regard to the items on which information was sought, to embrace in this list all such commodities as enter most largely into the general consumption of all classes in the community, including what are commonly spoken of as the necessities of life. Under this general caption are included the prices of provisions, groceries, dry goods, clothing and rents, and each of these main divisions of the family budget has been made the subject of special investigation.

### Personal Investigation.

The expense and time involved in the personal investigations by officers of the department necessitated the restricting of this part of the inquiry to a few localities. It was conducted mainly with a view to securing the basis of a comparison between the cost of living in some of the most important commercial and industrial centres in the United States with a few of the more important industrial centres in Canada. New York, Boston, Buffalo and Rochester were the cities chosen in the United States. In Canada a personal investigation was made to supplement the investigation conducted by correspondents in regard to several of the most important industrial centres.

### Investigation by Correspondence.

The following copies of circular communications sent by the department to interested parties, together with copies of schedules inclosed with the same, will serve to

show the scope of the department's investigation, and the method in which that part of the investigation which was conducted by correspondents has been carried on.

DEPARTMENT OF LABOUR, CANADA,  
OTTAWA, February, 1903.

SIR,—

The Department of Labour is at present engaged in making a special investigation into prices and cost of living in Canada, with a view to making comparisons between the cost of living in other countries and the Dominion, and also between localities in different parts of the Dominion. The investigation is being made in pursuance of Sec. 10, Chap. 24, 63-64 Vic. (*An Act to provide for the Publication of Statistical and Industrial Information*, assented to July 18th, 1900) which provides that the Department of Labour shall collect, digest and publish in suitable form, statistical and other information, and conduct enquiries into questions upon which adequate information may not at present be available.

It is unnecessary to point out wherein reliable information on the cost of living would be of advantage to all classes in the community. The department, however, can only hope to have its information authentic and complete in so far as it is able to receive the co-operation and assistance of merchants and others who are in a position to furnish the exact data.

I am sending this communication with a blank schedule form enclosed, with a respectful request from the department that you will have the kindness to fill in on the schedule the retail prices of the commodities mentioned, in so far as your business may afford opportunity for furnishing this information. What is desired is a statement of the actual retail prices at which the commodities in question are selling at the present time ; if the prices of the articles mentioned are subject to variation, then a statement as to the lowest and highest selling rates which have existed at any time during the past year, for a period of more than one or two weeks' duration, with an indication of the months in which the prices were highest and lowest. Where it is possible to give a fairly accurate average price it is particularly desirable that such should be given.

In the schedule enclosed the department has endeavoured to set forth the class of commodities which enter most largely into the general consumption of most people in the community. It may be, however, that the grade or variety of the commodity which meets with the most general sale has not been specified at all, or wrongly specified, in the schedule herewith. In such cases it is very desirable, if possible, that the returns sent in should be made to indicate the quantities or varieties of the articles in regard to which information is given. It is in regard to the grades and quantities which are in most general demand that information is mostly desired.

The department is well aware that an answer to these questions may involve some little care and trouble on your part. In view, however, of the extreme importance of such information to the public everywhere, you may be willing to give as full a statement in regard to this matter as your business interests will permit.

It is the intention of the department to publish the results of this investigation in the *Labour Gazette* as soon as the information obtained can be properly classified. As the work

of compiling the tables has already commenced, it would assist the department materially in giving the results of this investigation to the public at an early date, if you would have the kindness to return the form filled out as soon after receiving it as possible. I enclose herewith an envelope to be used in returning the schedule, and I desire to inform you that no postage is required on replies sent in by you.

I have to add that any information you may be good enough to furnish will be used for

statistical purposes only, and that in no case, other than in a general way, will the sources of the information be disclosed.

Thanking you for the attention you may give to the matter.

I am,

Your obedient servant,

W. L. MACKENZIE KING,

Deputy Minister of Labour.

Reference No .....

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES C., No. 1.

## SPECIAL INVESTIGATION INTO PRICES AND COST OF LIVING.

### SCHEDULE A.—RETAIL PRICES OF GROCERIES.

Locality .....  
City or Town. Province or State.

Date at which information given .....

Name of firm supplying information .....

ARTICLES.	Bas's of Quantities	AVERAGE RETAIL PRICES.												Remarks.
		Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	
Flour, wheat, superfine.	Barrel....													
" " family .....	25 pounds.													
" " .....	Barrel....													
" " .....	25 pounds.													
Flour, rye.....	Barrel ...													
" .....	Pound ...													
Cornmeal (white)....	" .....													
" (yellow)....	" .....													
Oatmeal.....	" .....													
Rice.....	" .....													
Beans..	Quart .....													
Tea, black (Oolong)....	Pound ...													
" ( )*	" .....													
Tea, green ( )..	" .....													
Coffee, roasted (Rio)....	" .....													
" (Java) ..	" .....													
" ( ) ..	" .....													
Sugar, granulated .....	" .....													
" good brown....	" .....													
" coffee .....	" .....													
Molasses ( )....	Gallon....													
" ( )....	" .....													
Syrup.....	" .....													
Soap, common.....	Pound ...													
Starch .....	" .....													
Coal oil ( )....	Gallon....													

\* In ( ) please state quality or class usually sold.

Reference No. . . . .

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES C., NO. 2.

## SPECIAL INVESTIGATION INTO PRICES AND COST OF LIVING.

SCHEDULE B.—RETAIL PRICES OF PROVISIONS.

Locality. . . . .  
City or Town. . . . . Province or State.

Date at which information given.....

Name of firm supplying information . . . . .

[illegible]

Reference No.....

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES C., NO. 3.

SPECIAL INVESTIGATION INTO PRICES AND COST OF LIVING.

SCHEDULE C.—RETAIL PRICES OF DRY GOODS.

Locality.....

City or Town. .... Province or State.

Date at which information given.....

Name of firm supplying information .....

Articles.	Basis of Quantities.	Average Prices.	Remarks.
Shirting, 4 x 4, brown (or unbleached)...	Yard.....		
"    4 x 4, bleached .....	" .....		
Domestic shirting, checks .....	" .....		
Sheeting, brown (or unbleached) .....	" .....		
"    (bleached) .....	" .....		
Canton flannel (unbleached) .....	" .....		
"    "    (bleached). ....	" .....		
"    "    .....	" .....		
Red flannel (plain).. .....	" .....		
"    "    (twill). ....	" .....		
Ticking .....	" .....		
Prints .....	" .....		
Cashmere.....	" .....		
Domestic gingham's .....	" .....		
Denims.....	" .....		

Reference No. . . . .

DEPARTMENT OF LABOUR,  
STATISTICAL TABLES, SERIES C., No. 4.

## SPECIAL INVESTIGATION INTO PRICES AND COST OF LIVING.

SCHEDULE D.—RENTS of Tenements, Semi-detached and Self-contained Houses.

Locality . . . . .  
City or Town. Province or State.

Date at which information given.....

Name of person giving information . . . . .

Class and Locality of Dwelling.	WITH SANITARY CONVENIENCES.					WITHOUT SANITARY CONVENIENCES.					Remarks.
	3 Rooms.	4 Rooms.	6 Rooms.	8 Rooms.	10 Rooms.	3 Rooms.	4 Rooms.	6 Rooms.	8 Rooms.	10 Rooms.	
In good residential parts—											
Tenement houses.....											
Semi-detached houses.....											
Self-contained houses.....											
In poor residential parts—											
Tenement houses.....											
Semi-detached houses.....											
Self-contained houses.....											
In suburban or outlying parts—											
Tenement houses.....											
Semi-detached houses.....											
Self-contained houses.....											

Reference No. ....

DEPARTMENT OF LABOUR,  
STATISTICAL TABLES, SERIES C., No. 5.

## SPECIAL INVESTIGATION INTO PRICES AND COST OF LIVING.

SCHEDULE E.—RETAIL PRICES of Ready-made Clothing, Underwear, Boots and Shoes, &amp;c.

Locality.....  
City or Town, Province or State.

Date at which information given.....

Name of firm supplying information.....

Articles of the kind usually sold to better class of Mechanics.	Price.	* Remarks.
	\$ cts.	
Men's Suits—		
(a) Average worsted Sunday suit.....		
(b) " serge ".....		
(c) " tweed ".....		
(d) " worsted week day suit.....		
(e) " serge ".....		
(f) " tweed ".....		
Men's Single Garments—		
Average worsted sack coat and vest.....		
" serge ".....		
" tweed ".....		
" worsted trousers.....		
" serge ".....		
" tweed ".....		
Men's Winter Overcoats—		
Beaver cloth.....		
Frieze cloth (imported).....		
" " (domestic).....		
Tweed.....		
Boys' Suits—		
From 4 to 11 years of age, plain tweed (2 pieces).....		
" 4 to 11 " serge (2 pieces).....		
" 11 to 16 " plain tweed (3 pieces).....		
" 11 to 16 " serge (3 pieces).....		
Men's Shirts—		
(a) Cambric, stiff front.....		
(b) " soft front.....		
(c) White cotton, laundered.....		
(d) " unlaundered.....		
(e) Coloured cotton.....		
Men's Underwear—		
(a) All wool, per garment.....		
(b) Part wool ".....		
(c) Cotton ".....		
Men's Boots and Shoes—		
(a) Working shoes.....		
(b) Sunday shoes.....		
Men's Hats—		
(a) Stiff felt.....		
(b) Soft felt.....		
Women's Wrappers—		
(a) Cotton or print.....		
(b) Flannel.....		
(c) Flannelette.....		

\*Kindly give detailed information or general remarks on inside page.

DEPARTMENT OF LABOUR, CANADA,  
OTTAWA, February, 1903.

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It is unnecessary to point out wherein reliable information on the cost of living would be of advantage to all classes in the community. The department, however, can only hope to have its information authentic and complete in so far as it is able to receive the co-operation and assistance of merchants and others who are in a position to furnish the exact data.

As you are aware the amount paid in rents is from many points of view the most important single item of expenditure in any family budget. In estimating what this amount will be, very many factors have to be taken into consideration, and the department has had some difficulty on this account in drafting a schedule which would serve as a means of indicating the kind of accommodation to be had in different localities for particular rents.

I am enclosing herewith a schedule prepared by the department with a view of meeting this end, and I trust that it will be intelligible to you.

I am sending this communication with a blank form enclosed, with a respectful request from the department that you will have the kindness to fill in the information desired in so far as your business may afford opportunity for furnishing it. What is desired is a statement of the actual rentals at the present time being paid for the kind and class of accommodation indicated in the schedule. Should it not be possible to give this information in as concrete a form as the schedule requires, the department would very greatly appreciate a brief written statement on the page adjoining, explanatory of the situation in your locality.

The department is well aware that an answer to these questions may involve some little care and trouble on your part. In view, however, of the extreme importance of such information to the public everywhere, you may be willing to give as full a statement in regard to this matter as your business interests will permit.

It is the intention of the department to publish the results of this investigation in the *Labour Gazette*, as soon as the information obtained can be properly classified. As the work of compiling the tables has already commenced, it would assist the department materially in

giving the results of this investigation to the public at an early date, if you would have the kindness to return the form filled out as soon after receiving it as possible. I enclose herewith an envelope to be used in returning the schedule, and I desire to inform you that no postage is required on replies sent in by you.

I have to add that any information you may be good enough to furnish will be used for statistical purposes only, and that in no case, other than in a general way, will the sources of the information be disclosed.

Thanking you for the attention you may give to the matter.

I am,

Your obedient servant,  
W. L. MACKENZIE KING,  
Deputy Minister of Labour.

### The Investigation in Canada.

A special effort was made to have the investigation, so far as the Dominion of Canada was concerned, as complete and comprehensive as possible. In conducting the same, communications were sent to retail dealers and to real estate agents in all of the more important localities of the several provinces, and in this connection several thousand separate communications in all were mailed from the offices of the department. Carefully prepared and duly authenticated replies have been received from a very large proportion of persons to whom these communications were sent, and the returns obtained in this way have been arranged and classified so as to present the information which they contain in collected, classified and concise form. Owing to the extent of the inquiry and the amount of space which the publication of the complete returns entails, it will be necessary to extend the publication of the results of the investigation over a number of issues of the *Gazette*. The first of the statistical tables to be published in this connection will appear in the May issue of the *Gazette*, and will relate particularly to a comparison of the cost of living in Canada and the United States.

### CONDITIONS IN THE PRINTING TRADES IN THE MARITIME PROVINCES.

**D**URING the past month the attention of the department was directed to the active conditions reported as having prevailed throughout the winter season and as still

continuing in the printing trades in the maritime provinces. In view of the widespread nature of the conditions stated to exist, and of the fact that present indica-

tions point to their continuance for some time to come, the department, towards the close of March, sent out a circular letter to the various parties interested, asking for an expression of opinion as to the present state of employment in the printing trades, the supply of skilled labour available, and the average wages paid as compared with other seasons. Copies of this communication were sent to the different newspaper and job printing offices of the three provinces, to the secretaries of typographical unions, and to the correspondents of the *Labour Gazette* at Halifax, Charlottetown and St. John, about 125 communications in all being sent out by the department in this connection. Replies were received from a sufficient number, scattered over a sufficiently extended area, to warrant the following brief statement on the subject as on the whole representative and reliable.

### **Business Activity.**

With scarcely an exception the reports received by the department were to the effect that business during the past few months has been exceptionally active in the printing trades in Nova Scotia, New Brunswick and Prince Edward Island. During the fall and winter season this was particularly true, the trades, even in sections like the Annapolis Valley, where the failure of the apple crop caused comparative business stagnation, reporting fair conditions. At Halifax, during the past month, however, a period of dullness has set in, though improvement is expected shortly. With this exception the information received by the department as to general business conditions was uniformly satisfactory, and the outlook may be said to be on the whole very promising for the balance of the season.

### **The Supply of Skilled Labour.**

Accompanying the favourable business conditions above noted there has been, throughout the fall and winter season, a very marked scarcity of skilled labour in the trades referred to. This was especially

noted in rural districts, where many employers have been running shorthanded, and the situation in this respect may be said to have been general up to the beginning of March. Since that date, however, a good deal of idleness has prevailed in Halifax, where delays in the preparation of certain classes of work usually run off at this season have occasioned slackness, and where the distribution throughout the province of the work of printing the acts to be presented to the legislature has reacted on local conditions. The employment of a non-union force by one of the city newspapers has also thrown a few unions members out of work. Pressmen in one of the Halifax offices have also been slack during March. At Truro, Amherst, Yarmouth, Dartmouth and other points, however, a considerable scarcity of skilled labour is reported.

In Charlottetown, the supply of labour has been, as a rule, equal to the demand throughout the season. With the exception of one establishment the work is done by hand labour, about 50 per cent of the labour employed being female. The dullness caused by the early closing of navigation was felt in the printing trades in Prince Edward Island, as in most other branches of industry.

In St. John, N.-B., there has been abundance of employment for skilled labour, the past eight months having been more active than in several years. The printing of the consolidated statutes of New Brunswick gave considerable employment up to March 1, when the completion of the work threw a few men out of employment. Conditions vary in the country districts of New Brunswick, a dearth of skilled labour in some cases being reported, and in other the supply being stated as equal to the demand. No reports of idleness in the trades, however, reached the department from any source. The small towns, as a rule, secure their skilled labour from the cities, and depend largely on female labour trained in the various offices for the bulk of the work of typesetting.

### Prevailing Rates of Wages.

Wages vary considerably according to locality. The general opinion was that they have reached a higher level during the past eight months than in several years previously. In the job offices at Halifax, the rate is ordinarily \$10 to \$11 per week, the scale for Mergenthaler machine operators being \$14 per week for day work and \$16 per week for night work. For piece work the scale is 8 cents per thousand, day work, and 10 cents per thousand, night work. Monoline machine operators receive the same scale for time work, 10 and 12 cents per thousand being the rate for piece work. Elsewhere in Nova Scotia wages of skilled labour vary from \$6 to \$12 per week, foremen being paid in some cases as high as \$15 per week. Female help in the country districts receives, of course, a much lower rate, from \$2 to \$5 per week being paid according to the experience of the operator in the smaller towns. In Charlottetown the majority of printers are employed in newspaper offices, where the demand is steady and wages show few changes from season to season. Outside of these offices there are only five job printing plants in the province. Wages range from \$6 per week for

ordinary work to \$10 and \$12 for ad. setters and foremen. Payment by the week rather than by piece work is the rule, the average wages paid to female compositors being about \$3.50 per week.

In St. John, N.B., the hand scale on newspapers is 27 cents per thousand for day work, and 30 cents per thousand for night work, though piece work has not been the rule since the introduction of typesetting machinery. The machine scale is 10 cents per thousand for night work, and 8 cents per thousand for day work. For time work the rate is \$10 per week for day work, of 9 hours per day, and \$18 per week for night work, of 8 hours per night. The weekly rate for journeymen in job offices and on evening papers is \$10, though a few are receiving \$11 and \$12. Foremen receive from \$12 to \$18. Ad. men on morning papers get \$12 per week. Machine operators get \$15 to \$18 per week. During the winter months 9 hours constitute a day's work, but from May to October, inclusive, 10 hours is worked with a half-holiday on Saturday. Female labour receives a much lower rate than the union scale.

### THE COAL SITUATION IN CANADA DURING THE MONTH OF MARCH.

WITH the present article, which is devoted to a statement of the leading developments in the coal situation in Canada during the month of March, the series of special reports prepared by the Department of Labour and published in the *Gazette* from month to month since November last in relation to conditions in Canada arising out of the strike of the anthracite coal miners in Pennsylvania during 1902, is brought to a close, the process of alleviation of the fuel stringency being now practically completed, and the advent of mild weather, which has not only diminished the necessity for fuel but has rendered the supply previously consumed in the Southern States

available for distribution in Canada, making the question of fuel supply for the balance of the season one of secondary importance. The almost universal reduction in fuel prices reported during the past month is perhaps the most convincing evidence that could be cited in proof of this. The correspondents of the *Labour Gazette*, the daily press of the Dominion and the Department of Customs, Ottawa, have again, as in previous monthly reports, furnished the material for the present article.

#### Coal Supply Received During March.

The accompanying table, supplied by courtesy of the Department of Customs, shows perhaps more clearly than any other statement that could be obtained, condi-

STATEMENT showing the Quantity in Tons, of Coal, Bituminous and Anthracite, Imported at the Ports in the Dominion of Canada, during the month of March, 1903.

Ports.	Bituminous Coal.	Anthracite Coal.	Ports.	Bituminous Coal.	Anthracite Coal.
	Quantity.	Quantity.		Quantity.	Quantity.
<i>Ontario.</i>	Tons.	Tons.	<i>Quebec.</i>	Tons.	Tons.
Amherstburg .....	981	255	Abercorn .....		1
Belleville .....	666	631	Cookshire .....	125	
Berlin .....	2,892	2,137	Hemmingford .....	227	176
Bowmanville .....	325	402	Montreal .....	1,307	21,222
Brantford .....	3,185	1,464	Quebec .....	115	2,680
Brockville .....	358	567	St. Armand .....	320	
Chatham .....	814	1,627	St. Hyacinthe .....	256	22
Cobourg .....	477	820	St. Johns .....	20	9,389
Collingwood .....	158	475	Sherbrooke .....	314	14
Cornwall .....	448	233	Sorel .....		166
Deseronto .....	1,355	351	Stanstead .....	18	49
Fort Erie .....	48,348	814	Three Rivers .....		27
Galt .....	4,234	1,707	Valleyfield .....	23	836
Gananoque .....	6	269		2,725	34,582
Goderich .....	1,251	1,517	<i>New Brunswick.</i>		
Guelph .....	2,531	2,472	St. John .....	835	1,953
Hamilton .....	13,740	10,332	St. Stephen .....	3	
Hope .....	317	357		838	1,953
Ingersoll .....	967	805	<i>Manitoba.</i>		
Kingston .....	89	702	Winnipeg .....	5,497	129
Lindsay .....	600	533			
London .....	2,841	4,864	<i>British Columbia.</i>		
Midland .....	200	88	Grand Forks .....	16	
Morrisburg .....		201	Nanaimo .....	1	
Napanea .....	154	184	Nelson .....	32	
Niagara Falls .....	2,550	3,789	New Westminster .....	30	
Oshawa .....	1,594	1,250	Rossland .....	110	
Ottawa .....	2,935	8,480	Vancouver .....	286	
Owen Sound .....	141	230	Victoria .....	60	
Paris .....	1,007	997		535	
Peterboro .....	1,047	1,118	RECAPITULATION.		
Pictou .....		464	Ontario .....	249,548	112,741
Port Arthur .....	642		Nova Scotia .....	1	4,439
Prescott .....	3,597	2,928	Quebec .....	2,725	34,582
St. Catharines .....	2,057	3,514	New Brunswick .....	838	1,953
St. Thomas .....	885	3,368	Manitoba .....	5,497	129
Sarnia .....	66,335	1,378	British Columbia .....	535	
Sault Ste. Marie .....	2,146	46			
Simcoe .....	382	207	Total .....	259,144	153,844
Stratford .....	4,739	3,004			
Toronto .....	47,395	43,570			
Trenton .....	1,907	333			
Wallaceburg .....	261				
Whitby .....	47	853			
Windsor .....	21,729	1,615			
Woodstock .....	1,215	1,790			
<i>Nova Scotia.</i>	249,548	112,741			
Halifax .....		3,852			
Yarmouth .....	1	587			
	1	4,439			

tions affecting the fuel situation in Canada during March with regard to the coal supply. Importations last month were: bituminous 243,645 tons, and anthracite 174,198 tons.

#### Price Movements During March.

*Maritime Provinces.*—Price movement were downward at Halifax, hard coal selling at \$7.50 per ton and soft at only slight advance on the price of normal year

No changes in prices were reported from Charlottetown. At St. John Scotch anthracite sold at \$8 per ton, American anthracite at \$8.50, soft coal from \$7.50 to \$7.86 per caldron and Scotch soft coal at \$5.50 per ton.

**Quebec.**—On March 10, American hard coal dropped from \$10 to \$8.50 per ton in Quebec city and remained at from \$8 to \$9 per ton the rest of the month. Soft coal sold at from \$7 to \$7.50. At Three Rivers anthracite sold at \$9.25 on March 1. This price was reduced to \$8.50 before the end of the month. The price of anthracite fell also in Sherbrooke about March 15 from \$9 to \$7.50 per ton. At St. Hyacinthe prices ranged from \$7.50 to \$8. Montreal prices were: hard coal, \$7; soft coal, \$6.50; coke, \$5.50; wood, \$7 to \$8 per cord. At Hull coal dropped \$1 per ton to \$7.50.

**Ontario.**—At Ottawa prices of hard coal were reduced from \$8.50 to \$7.50 per ton. No change in prices occurred at Kingston, but at Belleville hard coal dropped 50 cents a ton to \$8. The downward tendency was also evidenced at Toronto, where hard coal could be purchased in abundance at \$7.50 and soft coal for domestic purposes at \$6 per ton. Soft coal fell from \$7 to \$6 per ton at Hamilton, anthracite prices remaining unchanged. Prices also remained unchanged at \$8 per ton in Brantford, though six cars of hard coal received at a local factory was retailed to employees at \$7.30 per ton. Hard coal was 50 cents lower than in February and the best was quoted at \$8.50 per ton. In Guelph hard coal dropped from \$8.50 to \$7.50 per ton, soft coal from \$6.50-\$8 to \$5.50-\$6.25. A reduction to \$7.50 per ton for hard coal and to \$7 per ton for soft coal was made at Stratford, hardwood, one hundred and twenty-eight feet to the cord, selling at \$8.50, and soft wood at \$6.50 per cord. Hard coal was reduced by some of the London dealers from \$8 to \$7 per ton, the prices of coal remaining stationary in St. Thomas and Chatham at \$8 and \$7.50 per ton respectively. At Windsor also prices were unchanged.

### The Transportation Problem.

With two exceptions the reports received from *Gazette* correspondents on the fuel situation during March were to the effect that no embarrassment in the matter of coal supply had been caused by lack of transportation facilities. In the case of Prince Edward Island the difficulty throughout the season was due to the fact that the early closing of navigation prevented the laying in of an adequate tonnage. This situation was continued throughout March. With the opening of the straits to navigation, however, cargoes from Nova Scotia and Cape Breton will be sent in at once and all inconvenience terminated immediately. At Chatham, Ont., congestion of traffic on American roads caused some delay in the supply of bituminous coal, and the excessive rainfall rendered the roads so difficult that the usual supply of wood from the surrounding country was somewhat diminished.

### Municipal and Co-operative Action.

Very few developments of interest were reported under this heading during March. In Prince Edward Island the Provincial Government purchased coal from the railway and retailed it at cost. The following statement, issued by the city Auditor of Ottawa on the 20th of March showing the financial results of the civic purchase of fuel up to February 26th, may be quoted as an interesting report of the month in this connection.

#### Expenditure—

Nova Scotia coal.. . . .	\$ 1,495 03
Welsh coal.. . . .	44,284 50
Freight.. . . .	4,648 38
Expenses, handling, cartage..	3,314 40

Total.. . . . \$53,742 31

#### Receipts—

Nova Scotia, sold.. . . .	\$ 2,640 75
Welsh coal, sold.. . . .	19,532 48
Welsh coal on hand, 40 tons..	320 00
Screenings on hand, 300 tons .	600 00
Rebate on freight due.. . . .	763 23

Total.. . . . \$33,862 16  
Approximate deficit.. . . . \$19,879 85

The city had still on hand at the close of the month some three hundred tons of screenings and forty tons of Welsh coal,

besides a considerable quantity of wood which was being sold at reduced prices. The Toronto Municipal Fuel yards reported a considerable falling off in business, having on hand towards the end of the month only eight hundred tons of Welsh coal and three hundred tons of Scotch coal, and one thousand cords of wood, for all of which little demand was showing. The future action of the municipality will depend on the attitude of the Provincial Legislature with regard to the legalizing of municipal fuel yards. In Hamilton likewise only a few tons of soft coal and a few cords of wood remained in the city yards. The city sold altogether during the fuel stringency seven hundred and eighty tons of coal. The establishment of a permanent municipal fuel yard in Hamilton was much discussed during the

month, and at a special meeting of the city council a resolution was passed asking the legislature to enact that it be lawful for cities to establish municipal fuel yards, enabling the municipality to purchase, either for cash or on credit, such supplies of fuel as may be necessary for the use of the corporation or to sell within the municipality, or to borrow money for this purpose without submitting a by-law to the ratepayers. The London civic wood yard has ceased operations.

### The Outlook.

From what has been stated it will be seen that further anxiety as to scarcity of coal being a continued effect of the strike of the Pennsylvania miners in 1902 has practically ceased in Canada.

## FINDING OF THE UNITED STATES COMMISSION OF INVESTIGATION INTO MATTERS RELATING TO THE STRIKE OF PENNSYLVANIA ANTHRACITE COAL MINERS.

THE report of the commission appointed by the President of the United States in October last, to investigate the various matters in dispute between the coal miners in the anthracite regions of Pennsylvania and their employees, which had been the cause of the strike of miners begun in May and ended in October, was given to the public on March 21, the report itself being dated March 18. In view of the magnitude of the interests, both economic and industrial, involved in this great labour disturbance, and in consideration of the fact that Canada, owing to the geographical position of the country, was scarcely less affected by its continuance and results than if the trouble had occurred within the confines of the Dominion itself, the following brief summary of the award of the commission will be of interest as supplementary to the review of the origin and progress of the strike, and of the various negotiations for its settlement, which was published in the *Labour Gazette* for November last.

### Summary of the Award.

Stated in as brief form as possible, the finding of the commission recommends a general increase in miners' wages, amounting in most cases to 10 per cent, to take effect from the date of the miners' return to work in October last; a minimum wage and sliding scale; the per diem employee to have their working day decreased to 8 hours per day; the settlement of disputes by arbitration; the providing against discrimination by either party in any future dispute on account of membership or non-membership in a labour union; the operators to pay by weight instead of by car and the terms of the verdict to hold good for three years. The question of the recognition or non-recognition of the miners' union was discussed by the commission but no award was made in relation to that phase of the subject. In more detail the findings of the commission under the above headings were as follows:

### Wages Increases.

An increase of 10 per cent over and above the rates paid in April, 1902, is granted to miners from and after November, 1902, and during the life of the award the increase due for work done between November 1, 1902, and April 1, 1903, to be paid on or before June 1, 1903.

Engineers employed in hoisting water are granted an 8 hour shift in cases where the shift is at present longer with no decrease in pay, those at present working in 8 hour shifts being allowed an increase of 10 per cent. All classes are allowed an increase on their earnings between November 1 and April 1, 1903.

Other engineers and pumpmen employed in positions which are manned continuously are given an increase of 10 per cent on their earnings between November, 1902, and April, 1903, the increase to be 5 per cent on and after April 1, 1903. In addition they are to be relieved from duty on Sundays without loss of pay.

Firemen are granted a similar rate of increase on their earnings between November, 1902, and April, 1903. After April 1, they are to work in 8 hour shifts with the same wages per day as were paid in April, 1902.

Employees of the company, other than those specially referred to above, are to be paid an increase of 10 per cent on their earnings for the period dating from the resumption of operation to the beginning of April of the present year. After April 1, they are to be paid on the basis of a 9 hour day, receiving therefor the same wages as were paid in April, 1902, for a 10 hour day, overtime to be paid for in proportion.

The present methods of payment are to be adhered to during the life of the award unless changed by mutual agreement.

### Arbitration Provisions.

All disagreements arising in any way out of the award or growing out of the relations of employers and employed, and

which cannot be settled by direct negotiations between the parties themselves, are to be referred to a permanent joint committee to be called a board of conciliation. The board shall consist of 6 persons, 3 of whom are to be appointed by the operators and the other three by organizations representing the majority of the workmen in the three districts into which the mining region is to be divided for the purpose. Any award made by the majority of this board shall be final and binding upon all parties. In the event of the board being unable to arrive at a decision, the point at issue is to be referred to an umpire to be appointed by order of the Circuit Judges of the Third Judicial Circuit of the United States. The decision of this umpire shall be final and binding. No suspension of work shall take place by lock-out or strike pending the adjudication of any matter taken up by the board for adjustment.

### Checking Provisions.

When requested by a majority of the contract miners of any colliery, a check weighman or time checking boss, or both, shall be employed, the wages of whom are to be paid by the miners out of deductions made proportionately from their earnings.

Mine cars are to be distributed uniformly and equitably among miners, and no attempt to limit the output of the mine will be allowed, except by agreement between the operator of the mine and organization representing a majority of the miners in his employ.

Where miners are paid by the car the increase awarded is based upon the size of cars in use on April 1, 1902. Any increase in the size of the car, or in the topping required, is to be accompanied by a proportionate increase in the rate paid per car.

### Sliding Scale of Wages.

A sliding scale of wages, to be effective after April 1, 1903, was arranged, and has reference to all miners and mine workers included in the award of the commission.

For each increase of 5 cents in the average price of white ash coal of a size above pea coal, sold at or near New York, between Perth, Amboy and Edgewater above \$4.50 per ton f.o.b., the employees shall have an increase of 1 per cent. Average prices are to be computed monthly by an accountant duly appointed, to be paid by the coal operators, in proportion to the tonnage of each mine. In order to secure the successful working of this scale coal operators are required to file at once a certified statement of the rates of compensation paid in each occupation known in their companies as they existed on April 1, 1902.

### Discrimination Provided Against.

No person shall be refused employment, or in any way be discriminated against, on account of his membership or non-membership in any labour organization, and there shall be no discrimination against, or interference with any employee who is not a member of any labour organization by members of such organization.

### Methods of Payment.

The award provides for the direct payment of labourers, contract miners being required to furnish, before each pay day, a statement of the amount of money due from them to their labourers, such sums to be deducted from the amount due the miners.

### Other Contents of the Report.

It is provided that the award contained in the report shall continue in force until March 31, 1906, and that any employee violating its provisions shall be open to discipline by the employer, no violation of the award, either by employer or employees, to have the effect of invalidating any of its provisions. The discontinuance of the system of employing 'coal and iron police' is recommended because of the irritating effect it produces on the workmen. A stricter enforcement of the laws in relation to the employment of children is also recommended, and the provision of machinery by the State and Federal governments for the making of satisfactory investigations into conditions that may arise in the anthracite coal mining business. The larger portion of the report is devoted to a review of the controversy leading up to the appointment of the committee, and the proceedings of the commission during its existence. The production of anthracite coal, the area of country in which it is produced, market conditions and prices, and the hazardous nature of the employment are also touched upon.

The estimated loss occasioned by the strike according to the commission, is as follows :—

To the mine owners.....	\$46,100,000
To the mine employees in wages..	25,000,000
To the transportation companies..	28,000,000

## TRADE AND TECHNICAL EDUCATION IN THE UNITED STATES AND EUROPE.

**A**N interesting and complete report on trade and technical education was recently issued by the Department of Labour, Washington, U.S., being the Seventeenth Annual Report of the Commissioner of Labour. This work is a continuation of an investigation undertaken in 1892, the results of which were presented in the Eighth Annual Report of the Commissioner of Labour. Owing to the changes that have taken place in the last ten years in technical education, it was considered advis-

able to issue another volume on the subject. The present article is based on information derived from this report.

The decadence of the apprentice system, under modern industrial conditions, has induced the leading countries in the world to seek for other means of imparting the instruction required to produce thoroughly skilled workmen in the various trades. The result has been the establishment of numerous trade and technical schools, which have grown rapidly in numbers and

importance within the last twenty years. They have long since passed the experimental stage and their usefulness is becoming generally recognized, although they are still regarded unfavourably in some quarters.

### Technical Schools in the United States.

The majority of these institutions in the United States are the outcome of individual enterprise or philanthropy, only a small proportion of them receiving State aid. The largest and best equipped one is the New York Trade School, which was founded in 1881 by Col. R. T. Auchmuty. Its objects are to provide instruction for young men in certain trades, and to afford young men already in those trades the opportunity to acquire additional skill and knowledge. This school is a fair type of many others scattered throughout the States, which only differ from each other in minor particulars. Only a nominal fee is charged for tuition, and the chief portion of the income is derived from a liberal endowment. Among the trades taught in this school are plumbing, carpentry, electrical work, bricklaying, sign, house and fresco painting, plastering, blacksmith work, sheet metal and cornice work, steam and hot water fitting, and printing. The system adopted aims to teach both the practical and theoretical branches thoroughly, expeditiously and economically, and it has proved very successful in these respects. The graduates of this school are preferred by employers over merely shop-trained apprentices and workmen, and they have no difficulty in obtaining steady employment at good wages.

The most unique development of technical education in the United States is to be found in the Correspondence schools, which are doing excellent work in providing instruction for those who are out of reach of night schools where their special trades are taught. They are maintained entirely by tuition fees, being business enterprises, and the methods pursued are practically the same in all. Their dis-

tinctive function is to teach the theory of engineering and the trades to men and women already at work. As soon as a student is enrolled instruction and question papers are sent to him, with directions for proceeding with the work, inquiry blanks and envelopes. When the questions referring to the first instruction paper are answered, the work is mailed to the school, corrected there by special examiners and returned to the student, with another set of papers. This is continued until the whole course is completed. The list of subjects thus taught is a very large one, and embraces all branches of engineering, architecture, electricity and mining, as well as other kindred occupations. More than 300,000 students have been enrolled in these schools, but a large percentage do not complete their course, because, being already engaged in work, the matter of graduation is not of very great importance to them. In addition to these schools giving general instruction, there are a number devoted to the teaching of particular occupations. Many of these were founded by wealthy employers, who found that they could not otherwise without difficulty obtain a sufficient supply of competent men. They include a wide variety of trades, and among them might be mentioned the Washington Linotype school, the Illinois College of Photography, Effingham, Ill., the South-western Railway Telegraph School, St. Louis, Mo., and Webb's Academy and Home for Shipbuilders, New York.

### Attitude of Employers toward Trade and Technical Education.

In nearly all branches of industry, employers in the United States speak very highly of the usefulness of technical schools from their own experience of graduates from them. About the only trades which so far have not been benefitted by them are barbering, typesetting, and watchmaking and repairing. Opinion is divided as to the merits of technical schools with regard to car and carriage building, and the textile industries.

### Attitude of Labour Unions.

Trades unions have frequently opposed trade schools on the ground that they tend to create an over-supply of labour, and that the graduates from them enter into an unfair competition with those who have just learned their trade in shops. They have always favoured correspondence schools, however, as these institutions benefit those who are already at work; without creating a new class of mechanic. With regard to particular trades, the barbers' unions have been strongly against schools for barbers for the reason given above, and also because they claim that the period of teaching in the schools is altogether too short, and practical instruction too meagre. Cigarmakers object to trade schools in their industry, on the ground that they foster child labour and work injury to the trade. Electrical workers claim that they turn out a cheap class of workmen, willing to accept wages below the standard. Plumbers, gasfitters and steamfitters are strongly opposed to trade schools, because they say that employers prefer trade school graduates because they will work cheaply, but that the trade itself can be learned much better by starting on practical work in a shop. Printers consider them of no practical value, and they insist that trade school graduates shall serve an apprenticeship of the same length as others in spite of their school education. The unions that are friendly to the schools are the brewers, bricklayers, sheet metal workers and textile workers. Carpenters state that employers only want specialists in carpentry, and that in performing a single class of operations, graduates of trade schools cannot compete with other workmen, even if their general knowledge of carpentry is much superior. Garment workers recognize the educational advantages of technical schools, but are opposed to them on account of the constant over-supply of labour in the tailoring industry. Painters and decorators, and plasterers in some parts of the country, are in favour of technical schools while in other places they oppose them.

### Trade and Technical Education in Austria.

Industrial education in Austria dates from the middle of the eighteenth century, when the State procured foreign experts to teach native artisans such special industries as cloth-making, dyeing, and glass-making. In 1758, a manufacturers' drawing school was founded at Vienna, and in 1790 there were 232 industrial schools in the country. These were established by the government and were divided into normal, central and industrial schools, and combined general with industrial education. In 1815 a Polytechnic Institute was opened at Vienna, and from that time the number of technical schools increased steadily. In 1881, the schools were organized under a logical system by the minister of education, and were divided into the following groups:

1. Central industrial educational institutions.
2. Schools for important groups of trades.
3. General handicraft schools.
4. Schools for particular trades.
5. Industrial continuation schools.
6. General drawing schools.

Those of the first class teach painting, sculpture, ceramics and allied arts, as well as architecture, industrial chemistry, wood-working, metallurgy and electro-technics, embroidery and lace-making. Schools for important groups of trades are divided into two grades, higher industrial schools and schools for foremen. The object of the former is to prepare persons for the higher technical and administrative positions in industrial establishments, while that of the latter grade is to fit workers in the building, metal, textile, chemical and art industries to become foremen, draughtsmen, &c., in as short a time as possible. The general handicraft schools, which admit pupils at the age of 12 years, devote special attention to manual training and drawing, providing as well a general public school education. In 1899, there were 158 schools for particular trades, with an attendance in 1899-1900 of 8,815 pupils. The subjects taught embrace lace work and embroidery, weaving, knitting, &c.; wood, iron and stone work; earthen-

ware and glasswork, and metal work, besides a few miscellaneous ones. The industrial continuation schools, or night schools, are maintained by employers of labour, and subsidized, as a rule, by the State.

### Trade and Technical Education in Belgium.

Unlike Austria, the State of Belgium has created no trade schools of its own, regarding them as institutions to meet purely local needs, and therefore more properly left to the control of each locality. They are established by private individuals, communes or provinces, but they are entitled to receive subsidies from the State provided they submit to governmental inspection and send to the ministry for its approval their annual accounts and estimates. The government inspectors are attached to the ministry of industry and labour, and they are instrumental in effecting many improvements in the schools by bringing to the attention of the administrators the practices prevailing elsewhere. Only a few unimportant schools are without the government subsidy. The classification of the technical schools adopted by the Belgian government is as follows :

#### INSTITUTIONS FOR FEMALES.

1. Trade schools, including (a) trade schools proper ; (b) trade and housekeeping schools ; (c) housekeeping and trade schools.
2. Housekeeping schools and housekeeping classes.
3. Trade courses.
4. Apprenticeship shops.

#### INSTITUTIONS FOR MALES.

1. Industrial schools.
2. Trade schools.
3. Superior trade and technical schools.
4. Saint Luke trade schools.
5. Apprenticeship shops (a) for stonecutting, (b) for weaving.
6. Trade courses.

The object of the trade schools for girls is to teach trades open to their sex, and at the same time to carry on the ordinary education of primary schools. The trades include dressmaking, millinery, industrial drawing, painting on glass and china, embroidery, &c. In the schools where housekeeping is taught, less attention is natur-

ally given to the trades, where both are combined, than in the trade schools proper. The trade courses are for the benefit of graduates of the schools, and the most important is the advanced course of dress-making given in Brussels, the only institution of the kind established by the government.

The apprenticeship shops for girls, which attempt to combine the earning of money with practical instruction, are of little importance.

The object of industrial schools in Belgium is 'to give the workman scientific instruction, which he cannot acquire in the shops and to enlarge his understanding, by imparting to him a knowledge of the general laws which govern the transformation of matter, in order that he may be gradually released from the tyranny of routine work and provided with the means of increasing the economic value of his labour.' In these schools instruction is given in the evenings and on Sundays, and the subjects taught vary according to the industries of the particular locality where each is situated. Trade schools for men are for the purpose of teaching special industries. Their number increased from 12 in 1896 to 36 in 1901. The superior trade and technical schools train their pupils to be foremen, superintendents, metallurgists, civil engineers, &c. The Saint Luke trade schools were established by the Society of Saint Vincent de Paul, but they are more properly schools of art applied to industry. From simple forms of drawing the student advances to the special form of art applicable to his chosen trade, learning the composition of designs from the purest art models in architecture, binding, carpentry, or metal chasing. The apprentice shops have not been a successful experiment, and they are giving way to trade schools. They only have to do with stone-cutting and weaving. In the case of the latter industry, they arose from public efforts to provide work for the unemployed during a depression, afterwards being devoted to the training of skilled workmen.

## DISPUTE BETWEEN THE UNITED BROTHERHOOD OF RAILWAY EMPLOYEES AND THE CANADIAN PACIFIC RAILWAY COMPANY.

A STRIKE of Canadian Pacific Railway employees, declared at Vancouver on February 27 by the United Brotherhood of Railway Employees, developed, during the month of March into one of the most important industrial conflicts of the year. The United Brotherhood, which is concerned in this dispute, is a comparatively recent organization, having been founded in Oregon, U.S., in 1901. It embraces in its membership all classes of railway employees, including those on the clerical staffs, who do not as a rule belong to trade unions. The cause of the strike was the refusal of the company to recognize the Brotherhood and alleged discrimination against its members, one of their number having been discharged on what they considered an insufficient pretext. The importance of the strike was occasioned by the large number of sympathetic strikes to which it gave rise, the effects it exerted on industrial conditions in British Columbia, and the extent of the country over which it spread.

### Origin of the Strike.

On the above date, about 154 men employed by the Canadian Pacific Railway in the telegraph, freight, ticket and stores offices at Vancouver and New Westminster stopped work. On March 2, sixty-four freight handlers joined the strikers. On March 3, the longshoremen employed in unloading the Canadian Pacific Railway steamer *Empress of India*, went out in sympathy. The same day, the Canadian Pacific Railway messengers in Vancouver refused to work. On March 4, the teamsters' union refused to haul any Canadian Pacific Railway freight during the continuance of the strike. This decision would have seriously affected all the mercantile establishments in Vancouver, had not the master teamsters and their office clerks taken the places of the drivers who had struck. By this time the strike, although not seriously affecting communica-

tion between the points, had spread to Revelstoke, where 50 members of the Allied Mechanics in the C.P.R. shops quit work in sympathy with the United Brotherhood. On March 6, deck hands of a Pacific vessel, which was carrying coal for the Granby smelter, struck work for the same reason.

On March 9, freight handlers and clerks in the C.P.R. freight office in Winnipeg went out, to the number of 150 men, and on the 14th the Calgary branch of the Brotherhood struck, including all employees in the freight and baggage offices and one ticket clerk.

### Strike on the Canadian Pacific Navigation Co.'s Steamers.

The trouble extended to Victoria on March 18, when the local branch of the British Columbia Steamshipmen's Society became involved, and 100 men, working as firemen, oilers and deckhands on the vessels of the Canadian Pacific Navigation Co. quit work. This company operates a ferry between Victoria and Vancouver, and controls the transportation business between these points. On March 16 the Steamshipmen's Society notified the manager of the company of their refusal to load or unload cargo which had been handled at Vancouver by non-union men. A conference was arranged between representatives of the Society and the manager of the company, when the following agreement was arrived at:—

It is agreed that the C.P.N. Co. are not to carry any scab freight or baggage on any boats in the fleet of the aforesaid company, or to carry coal for use on the *Empress* line of steamers, known as the C.P.R.R.M. steamships, at Vancouver. Should the company desire to break this agreement, twelve hours' notice to the men is to be given by the company, and during which time no scab freight or baggage will be handled. This is to be in force during the continuance of the strike.

Two days later it was alleged that this agreement was violated by the company, and when the ferry arrived at Victoria on the evening of the 18th, a meeting of the Steamshipmen's Society was held and a

general suspension of work ordered. The places of the strikers were filled by non-union men, and the steamers of the company were operated without interruption.

### Efforts to End the Strike.

Almost from the beginning of the dispute attempts were made to adjust the differences by means of arbitration, and both sides expressed their willingness to submit their case to disinterested mediators. Early in the month the Vancouver Board of Trade proffered the services of an arbitration committee which they had elected. The United Brotherhood accepted this offer on March 3, but the C.P.R. Co. rejected it, proposing instead that the matters in dispute be submitted to a committee of the other trades unions of their company. This was rejected by the strikers.

The Brotherhood appointed a committee of arbitration, which attempted, on March 6, 7 and 8, to arrive at a settlement with Superintendent Marpole of the C.P.R. An agreement was reached and sent to Montreal for ratification. It was not acceptable to the railway authorities there, however, and its terms have not been made public. On the 9th a committee of three aldermen was appointed by the Vancouver City Council to inquire into the cause of the strike, and to offer their services for conciliation of the differences. The following day they interviewed Superintendent Marpole and President Estes, but found that they were unable to accomplish anything at that time. The United Brotherhood then suggested another plan for arbitration, proposing that the strikers select one arbitrator, the company the second, these two to choose a third.

On March 10 the strikers offered the following terms to the C.P.R., but they were rejected :—

1. Reinstatement without prejudice.
2. Non-interference on account of Brotherhood membership.
3. No discrimination against longshoremen who helped strikers.
4. Arbitration of future disputes.
5. Fifteen days' notice on either side for dismissals or suspensions of work, save on discharges for evident cause.

As an alternative the C.P.R. proposed, through Superintendent Marpole, an investigation into the cause of the strike by Mr. Whyte, the assistant to the president, and a representative of the Dominion Department of Labour.

On the same day the Premier of British Columbia offered the services of the members of the government to sit as an arbitration board on this dispute. The strikers were willing to accept the offer of the Premier, but it was referred to the head office of the company at Montreal and no action was taken on it.

On the 16th the Brotherhood decided to accept Superintendent Marpole's offer of an investigation, but they were referred to Montreal and nothing further took place.

Further efforts at settlement throughout the month were of no avail.

### Effect of the Strike on other Industries.

The immediate effect of the strike was the stoppage of the transportation of freight to and from the C. P. R. at Vancouver. The company attempted to overcome the difficulty by importing a large number of freight handlers from the east, but the refusal of the teamsters' union to touch this freight caused a congestion at the sheds until the master draymen succeeded in obtaining other drivers. The local merchants were greatly inconvenienced for a time, and decided to support the master draymen if they employed non-union drivers in the place of the strikers. Owing to the strength of the longshoremen's and steamboatmen's unions, the situation was more serious at the wharfs, when these two took the side of the railway employees. Some vessels, which had been engaged in trade on the British Columbia coast, went to Seattle instead of Vancouver to unload, as the work of shipping and unshipping freight for the C.P.R. was completely suspended. Similar difficulties, in a smaller degree, prevailed at Winnipeg, Calgary, Revelstoke and Nelson, where the members of the U. B. R. E. were also on strike.

The trade in grain, which was being built up by the C. P. R., between the Canadian North-west and South Africa and Australia has been greatly retarded and handicapped, and about six vessels, which were to have been engaged in this traffic, were diverted to Puget Sound, the business going to United States shippers.

An incident in connection with this strike was the fact that George Estes, president of the United Brotherhood of Railway Employees, was summoned to appear before the police magistrate on March 19, to answer a charge made by Robert Bullick, to the effect that he 'has reasonable and probable grounds for believing that George Estes, at present of Victoria, on the 16th, 17th and 18th of March, at Victoria, did attempt to incite the crew of the steamer *Charmer*, a vessel in operation by the

C. P. N. Co., Ltd., and employed, among other things, in conveying His Majesty's mails from the city of Victoria to the city of Vancouver, to wilfully delay the passing and progress of the said vessel, while so employed.' The case was pending at the end of the month.

At Winnipeg, the C. P. R. Company brought an action against one of its employees who went out on strike on March 16, on the ground of desertion of employment. After the case had been enlarged several times, judgment was delivered on Monday, the 30th, when the striking clerk was fined the costs of the court, the magistrate holding that, while there might be no explicit contract, all the surroundings, method of payment, &c., pointed to an understanding on the part of the men and the company that it was a monthly engagement.

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## SETTLEMENT OF STRIKE AND WAGES CLAIMS OF EMPLOYEES OF QUEBEC SOUTHERN RAILWAY COMPANY.

In the March number of the *Labour Gazette* an account was given of the intervention of the Department of Labour on behalf of the employees of the Quebec Southern Railway Company in the matter of certain wages claims of the employees against the company. It was pointed out in that number that, on the 20th January last, the employees of the railway stopped work because of the non-receipt by that date of wages, owing on account of services rendered and work done during the previous month. It was shown that this cessation of work had the effect of bringing about a complete stoppage of operations along the line of the company's railway in question from Sorel to Noyau Junction, Que., a distance of about 80 miles. The result and economic effects of this situation were outlined and an account given of the request by the employees during the month of February for the intervention of the Department of Labour and the action of the department in consequence.

### Negotiations During March.

The situation at the end of the month, as brought to date in the *Labour Gazette*, was, in brief, that after investigation by the deputy minister of the department, the Honourable the Minister of Labour had communicated with the president of the company as to the situation, and had asked a reply stating definitely what the company intended to do in the matter of the claims of its employees, and also when it intended to resume operations. The reply received by the minister, while dealing with some features of the situation, did not answer definitely the points on which exact information was sought, and the negotiations of the department since that time and during the month of March were carried on with a view of obtaining definite statements on these points. During the month an Order of the House of Commons was granted, in response to the request of a member of the House, for copies of all correspondence be-

tween the government and any department and the officers and manager of the South Shore Railway during the past twelve months, also for copies or representations which may have been made to the government in reference to the working of that road. The affairs of the road were also publicly discussed in the legislature of the province of Quebec.

### The Terms of Settlement.

On March 27, a settlement and agreement was officially entered into between the company and its employees, the company paying all outstanding wages, and agreeing to employ all former employees in the same capacity as they had been employed in previous to January 1, 1903. The company agreed also not to discriminate against any employee and to pay all wages due on account of each month's services not later than the 25th of the month following. It was further agreed that the company would be prepared to discuss, without delay, with a committee representing the employees, the schedule of wages and rules which was presented previous to the cessation of operations on January 20. On this agreement being signed by representatives of the parties,

the company on the day following ran its first train from St. Hyacinthe, conducting the paymaster that a settlement might be made with employees along the line. Since this the operations of the road have continued.

The strike was in continuance in all about 68 days, and about 130 employees were immediately concerned.

The following is a copy of the agreement, on the basis of which operations were resumed :—

Before the employees return to work it is hereby agreed that the employees desiring it will be reinstated in the same position and in the same capacity as employed previous to January 1, 1903.

2. That the company will be prepared to discuss with the committee representing the employees the schedule of wages and rules presented previously, and that the said discussion will not be delayed by the company more than one month from this date.

3. That there shall not be any discrimination of any kind against any employee or employees on account of any action taken by him or by them in connection with the ending strike or with any labour organization.

4. That the company will pay all wages each month and not later than the 25th of the following month.

(Sgd.) R. A. TRUDEAU,

Supt. Q. S. Ry.

J. A. AUBERTIN, J. A. BOURBONNIERE, F. H. HEBERT,	}	for the employees.
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## STRIKE OF EMPLOYEES OF THE CROW'S NEST PASS COAL COMPANY, AT FERNIE, B.C.

The strike of the employees of the Crow's Nest Pass Coal Company, which commenced on the 11th of February, was continued throughout the month of March despite the many efforts made to bring about a settlement of the differences between the parties. On the last day of the month, however, an agreement was effected which led to a termination of the strike and a resumption of work.

In the March number of the *Labour Gazette* an account was given of the circumstances which led up to the strike, the number of persons affected by it, and its general economic and other effects. The lat-

ter, as might naturally be supposed, became much more serious during the month of March, in consequence of the continuance of the strike. As was pointed out in the article referred to, practically the whole of the mining and smelting industry throughout the Kootenays and Boundary districts of British Columbia is dependent on the coal and coke supplied by the Crow's Nest Pass Coal Company. While the effects of the strike through the month of February were sufficient to cause the cessation of operations at one or two of the smelters in those districts, its continuance through the month of March

brought the mining and smelting industry of those parts almost to a standstill, with the result that before its settlement approximately six thousand men became directly affected by the deadlock between the company and its employees. The occurrence during the month of March of strikes at the mines on Vancouver Island and of employees of the Canadian Pacific Railway Company at Vancouver, Victoria and other points, made a material addition to the complications in the situation, the whole industrial condition of the province coming, for a time at least, to be at the mercy of its industrial conflicts.

As pointed out in the *March Gazette*, the strike was occasioned by a refusal on the part of the management of the company to recognize the committee of a newly formed district union of the Western Federation of Miners, or to receive from the committee a statement of demands and other matters which it wished to bring to the consideration of the company.

### Conciliation Committee of Employers and Employees.

On March 1, the British Columbia Mining Association, which was holding its first annual convention at Victoria at that time, appointed a committee, composed of three representatives each of capital and labour, with the president of the Mining Association as chairman, to act as a conciliation board with a view to bringing about a settlement of the questions in dispute. The Premier of British Columbia promised that, under the circumstances, the government of the province would provide the funds to meet the expenses of this committee. Its good offices were accepted by the company and the strikers, and it began its investigations at Fernie on Monday, March 9, holding frequent meetings throughout the month. The first efforts of the committee were directed towards bringing about a joint meeting between the parties, which up to the time of its appointment had been the preliminary obstacle to any efforts at settlement. Once

the parties had been brought together, the question of the strike was changed from one of recognition of the district union merely to a consideration of a variety of demands, of which changes in the existing scales of wages were the most important. For a week or more the committee were engaged in the taking of evidence from miners as to the wages earned, the number of shifts worked per month, the obstacles they had to contend with, and the special conditions of mining in the company's three camps, Coal Creek, Morrissey and Michel.

On the 21st, a basis of settlement was reached by the committee, which it was thought would be acceptable to both parties, and an immediate termination of the strike was expected at that date. An agreement was drawn up acceptable to the manager of the company and to the executive of the district union, covering the points at issue. It was believed that this agreement, which required the ratification of the local unions would, in virtue of its acceptance by the district committee, be accepted by the locals with practically no opposition. When, however, it was referred to the local unions, the agreement was accepted by the Michel local, but was rejected by the unions at Coal Creek and Morrissey.

Despite this unexpected turn of affairs, the conciliation committee continued its work, and on the 28th the miners at Michel and Morrissey voted again. At the former place, 139 voted to go to work and 15 against; at the latter, 62 for and 28 against. At Coal Creek there was an adverse vote of 34 for and 136 against. On the 31st of the month, notwithstanding the opposition of the Coal Creek local, the agreement which had been drawn up by the committee, accepted by the management and the district union, and referred to the locals for ratification, was signed by the parties.

As the Western Federation of Miners, in consequence of the acceptance of the agreement by the district union, declared

the strike off, the Coal Creek miners accepted the ruling and decided to go back to work. They signed the same agreement as that signed by Michel and Morrissey miners. Work was commenced at the mines on the following day.

### Disturbance at Coal Creek.

An incident in connection with the strike, which threatened at one time to give to the whole situation a distinctly critical appearance, was an attempt on the part of some men to interfere with the successful working of the pumps and fans of the company at the Coal Creek mine. On the night of Thursday, the 19th, a masked mob of between fifty and seventy men compelled two employees, engaged at the boiler house there, to leave their work. They then forcibly entered a house where four other employees were sleeping and seized them. With these six the crowd marched some distance beyond Fernie, and after ordering them not to return on pain of death, it dispersed. As soon as the police at Fernie heard of the disturbance, they started in pursuit, but they were too late to come up with the mob. However, they found and brought back five of the men who had been driven away. They did not bear any marks of ill-treatment. A few arrests were made in connection with the affair. The Miners' Union repudiated the whole occurrence, maintaining that they were not in any way responsible for it, and on the following night they appointed several of their members to assist the police in protecting Fernie.

### Terms of Settlement.

The important features of the agreement were recognition of the union; an increase of wages in some classes of work in the Morrissey and Michel camps, and a slight reduction in some of the rates at the Coal Creek camp; a definite arrangement governing certain conditions of employment, which had been in dispute; and a clause, making provision that the agreement should last for a period of three years from April 1, 1903, provided that after the ex-

piration of two years either party might terminate the agreement by giving 'sixty days' notice in writing to the other. The following are the terms of settlement in detail, as they have been given to the press :—

Article 1. That the company shall pay the sum of three dollars per day for all miners taken from piece-working places, if taken from the face to do company work.

Article 2. That the term of agreement shall be for a period of three years, from April 1, 1903, to April 1, 1906, provided always that on or after the expiration of April 1, 1905, either party can, by giving sixty days' notice in writing to the other, terminate this agreement, provided that in the event of the company being able to secure an advance in price for its commodity over that at present prescribed by the government, viz., \$2 for run of coal, the attached schedules shall be open for revision and adjustment in accordance with the terms of the agreement. It is understood and agreed that there shall be no discrimination by the company nor by the men between representatives of labour organizations and non-representatives of such organizations.

Article 3. That the company will deliver all timbers as near working places as possible, or at the mouth of the room.

Article 4. The company will pay the wages of one man on the day the McGinty is being moved. In the event of two miners working together, this will be interpreted as meaning the wage of a miner at scheduled rate. In the event of a miner and back-hand working together, this will be interpreted as meaning the wage of a back-hand as per attached schedule, the company to lay one rail from the frog, after which the miner is to carry the track in consideration of 30 cents being paid each and every lineal yard of double track laid by the miner.

Article 5. That one man shall have only one place and only one shift in such place, it being understood that this article refers only to gangways, rooms and cross-cuts, after the levers are turned from the slopes or inclines to accommodate the car, said gangway or lever to be turned over to other men in the event of the contractor on the incline or slope desiring such gangway or level to have preference.

Article 6. The company will meet a committee of any local union to discuss any

grievance. Failing adjustment of difficulties so presented, it will meet the executive of the district, provided that in all cases the personnel of the different committees be made up entirely of employees of the company. Any communication received by officers of the company from secretaries of the different locals, or of the executive district secretary, will receive the courtesy due it, and a reply thereto will be forwarded.

Article 7. That the company are unwilling to change the system adopted for the single shift system, 8 hours' work required of all hands for 8 hours' pay. The system as adopted at Coal Creek mines is understood as commencing at the Lamp station at 3.30 p.m.

Article 8. That the company will sell a lot or lots to the men at Morrissey in the new town site opened by the company. The company will, on conclusion of this agreement between the company and the men, for a term of not less than two years, lease at reasonable rental, a piece of ground at Michel, two years being understood as referring to the life of this agreement, and not to the lease of the premises. The deed and lease shall be granted to a Board of Trustees, appointed by the party of the second part. The term of lease to be agreed upon later.

### New Scale of Wages.

Coal Creek.—At No. 1 mine, the rate has been reduced from 60 cents per ton to 55 cents. At Nos. 2 and 3, the old rate of 60 cents is unchanged. The yardage in levels, parallel and cross-cuts in No. 1 has been reduced from \$2.50 to \$1; in No. 2 from \$2.50 to \$1.50; and in No. 3 from

\$2.50 to \$2. Room cross-cuts in all three remain at the old rate of 50 cents per lineal yard.

Michel.—In Nos. 3, 4 and 8 mines, the old rate of 55 cents per ton is maintained. In No. 5, it is increased from 55 to 60 cents. In the yardage rate there is a reduction from \$2.40 to \$2 per yard on cross-cuts between levels in No. 3 mine. Yardage in levels and parallels is raised from \$1.40 to \$1.75, and the cross-cut rate between levels is increased from \$1 to \$1.75. All other yardage rates are unchanged.

Morrissey.—In No. 1 mine, the mining rate is increased from 40 to 50 cents per ton; at Nos. 3, 4 and 5 the old rate of 55 cents is maintained. The yardage rate in levels and parallels in No. 1 mine has been reduced from \$2 to \$1; in No. 2 mine, from \$2 to \$1.50, and in No. 3 mine from \$2 to \$1. The rate for cross-cutting between levels in No. 3 has been increased from \$1 a yard to \$1.50. All other yardage rates are unchanged.

In the three camps, the rate for timbering the mines is to be fixed at \$1 per set, with lagging and centre posts when required, all timber and lagging to be delivered by the company as near the workings as possible, and thereafter handled, framed and set by the miner. The following increases in wages are given: Fire boss, from \$3 to \$3.25; brattice men, from \$2.75 to \$3; hoist men, from \$2.50 to \$2.75; general outside labourers, from \$1.75 to \$1.80.

### TRADE DISPUTES DURING THE MONTH OF MARCH.

The month of March was marked by a large number of industrial disturbances, chiefly in British Columbia and Ontario, although it was only in the former province that their effects on industrial activities were at all serious. No new disputes of importance occurred in the province of Quebec, and there were only two in the maritime provinces. In Manitoba the only disputes were in the nature of

sympathetic strikes, occasioned by the strike of railway employees at Vancouver, and they are therefore best regarded as a portion of the original dispute, of which they were the outcome.

#### Analysis of Trade Disputes of the Month.

*Number and magnitude.*—Of the ten disputes which were unsettled during February, one lapsed through the employers

obtaining other men to replace the strikers, six were settled in March, and three were still going on at the end of that month. There were 18 new disputes, as well as six sympathetic strikes, and a number of minor disturbances too unimportant for classification. The more important disputes involved 83 establishments, 3,818 men directly, and 6,875 indirectly. These numbers are all merely approximate, as exact statistics were not available, chiefly owing to the confused conditions in British Columbia arising out of the disturbances connected with the railway and coal strikes, but care has been taken to make the figures as accurate as possible.

*Loss of time in working days.*—Owing to the fact that some establishments involved were able to obtain other men to replace a certain number of their old employees during the continuance of the strike, and that in some cases many of the strikers found work elsewhere, only a general estimate is obtainable with regard to the actual loss of working days. Taking into account only those who were directly affected, the loss of time amounted to 71,525 days.

*Trades affected by new disputes.*—In the building trades there were five disputes, one of which concerned the members of all branches connected with building. These involved 34 establishments and 594 men. In the mining industry there was one, affecting one company and 700 men. In transportation there were two distinct disputes, as well as five sympathetic strikes. In the clothing trades there were two, involving 21 establishments, 365 men directly and 635 indirectly.

*Causes.*—In 11 cases the cause of the disputes was on account of a demand for increase of wages. A demand for the recognition of a union accounted for one. Both these causes were involved in two disputes. One was caused by a dispute between two unions in regard to the right to perform a certain class of work, and another owing to the introduction of a time-registering device.

*Results.*—Of the disputes of the previous month that were settled in March, the strikers gained their demands in three cases, and a compromise was effected in two. Of the March strikes that were settled, the men's demands were granted in three cases, a compromise was made in four cases, in two the strikers' places were filled by other men, and in one they secured employment elsewhere.

### Disputes Commenced Prior to the Beginning of the Month.

Of the disputes which began before March 1, the following were settled during the month: A strike of employees of the Quebec Southern Railway at St. Hyacinthe, Que.; coal miners of the Crow's Nest Pass Coal Company at Fernie, Morrissey and Michel, B.C.; shoe-machine workers employed by the firm of Goulet & Garant, Quebec; shoe-machine workers of the firm of Mailhot & Gagnon, Montreal, and structural bridge and ironworkers at Fort William, Ont. The following disputes were not terminated at the end of March: Cigarmakers of Granda, Hermanos Y Ca., Montreal; employees of the McLaughlin Carriage Company, Oshawa, Ont., and employees of the Canadian Pacific Railway at Vancouver, B.C.

The disputes concerning the Quebec Southern Railway, the Crow's Nest Pass Coal Co., and the Canadian Pacific Railway Co. are treated in special articles in the present number of the *Gazette*. The following is a brief account of the more important of the other strikes of the month:—

### Quebec Shoe-Machine Workers' Dispute.

A dispute between the employees and the management of the shoe factory of Goulet & Garant at Quebec, which began on February 20, arose from a complaint of the shoe-machine workers against the employment of a non-unionist, contrary to an agreement which existed between the Shoe Manufacturers' Association of Quebec and the National Brotherhood of Shoe-machine Workers. On February 21 the secretary

## TRADE DISPUTES OF THE MONTH OF MARCH.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Firms or Establishments affected.	Approximate No. of Employees affected.	Date of commencement.	Date of termination.	Result.
				Di-rectly affected.	Di-rectly affected.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.								
Quebec.	St. Hyacinthe	em- ployees.	Non-payment of wages due.	1	200	Jan. ....	27 Mar.	Wages paid and agreement signed between parties as to time of payments in future and provision for new scale of wages to be arranged by company and a committee of the men within a month.
Quebec	Montreal	Granite cutters.	Discharge of three employees.	1	10	Feb. ....	9 "	10
B. Columbia	Fernie, Mor-rissey and Michel.	Coal miners	Refusal of company to recognize union and to consider certain demands.	1	1,403	6,000†	" 11	31
Quebec	Montreal	Cigar makers.	Demand that union men only be employed and that a uniform rate of wages be given.	1	40	25	" 14	No settlement reported at end of month.
Ontario	Oshawa.	Carriage makers.	Recognition of union, a 20 per cent increase of wages for day workers, and payment for piece-work to be settled by employees, demanded.	1	263	.....	" 18	No settlement reported at end of month, but many men returned to work on the old terms.
Quebec	Quebec	Shoe machine workers.	Alleged violation of agreement by company requiring preference of employment to be given to union men.	1	48	300	" 20 Mar.	7
Quebec.	Montreal.	Shoe machine workers.	Refusal of company to pay union scale of wages, and employment of boys instead of men on new machines.	1	27	.....	" 23	28
Ontario	Fort William.	Structural bridge and iron workers.	Refusal of employers to pay union scale of wages.	5	250	.....	" 24	3
B. Columbia	Vanconver	Railway employees.	Refusal of company to reinstate an employee and to recognize union.	1	237	.....	" 27	No settlement reported at end of month.

DISPUTES WHICH COMMENCED DURING THE MONTH.

Ontario	St. Catharines	Building trades	Demand for increase of wages and an eight hour day.	25	300	Mar.	2 Mar.	24	Hours reduced to 50 per week and wages increased but not quite as much as demanded.
Ontario	Guelph	Painters	Demand for an increase of wages and recognition of union.	6	14	"	"	2	All the strikers secured employment elsewhere.
Cape Breton	Sydney	Labourers in Steel Co.	Re-adjustment of wages, and alleged intimidation of workmen by a few who were dissatisfied.	1	200	"	50	2 Mar.	No concessions granted.
B. Columbia	Revelstoke	Mechanics	In sympathy with the striking C. P. R. employees.			"	3		No settlement reported at end of month
B. Columbia	Vancouver	Messengers	In sympathy with the striking C. P. R. employees.			"	3		"
B. Columbia	Vancouver	Longshoremen	In sympathy with the striking C. P. R. employees.	1	763	"	4		"
B. Columbia	Vancouver	Teamsters	In sympathy with the striking C. P. R. employees.			"	4		"
B. Columbia	Victoria	Steam ship firemen, oilers and deck hands.	Refusal to handle cargo previously handled by non-union men, sympathy with striking C.P.R. employees.	1	100	"	16		Places of strikers filled by non-union men.
N. Brunick	Union Point	Cotton weavers	Objection of employees to regulation re registering time.	1	200	"	4 Mar.	11	A settlement made satisfactory to the men.
Ontario	Collingwood	Labourers	Demand for an increase of 5 cents an hour in wages.	1	225	"	9 Mar.	25	An increase of 2½ cents an hour granted
B. Columbia	Ladysmith	Coal miners	Co. threatened to close mines because of formation of union among employees and discharged 7 union men.	1	700	"	11		No settlement reported at end of month
Ontario	Hamilton	Leather workers on horse goods.	Demand for an increase of 15 per cent in wages.	3	35	"	13		"
Ontario	Stony Creek	Fruit basket makers.	Demand for increase of 5 cents per 100 baskets in wages.	1	22	"	14 Mar.	20	An increase of 3 cents per hundred until July 1st, and 2 cents additional after granted.
Ontario	Toronto	Journymen tailors.	Demand for an increase of wages.	20	200	"	16	24	All shops but one granted an increase but settlement in nature of a compromise.

\* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work, or have had their places filled with new hands, or where the establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present tabular, therefore, includes mention only of such disputes as during the month or at its termination affected to an appreciable degree the carrying on of the industrial or business operations of the firms or establishments concerned, mention, moreover, is not made of disputes involving less than six employees or of less duration than 24 hours.

† This figure represents approximately the number who during the course of the strike were thrown out of work in other industries and places in consequence of its continuance.

‡ This strike afterwards spread to other districts, the following being the dates, places and approximate numbers involved: Feb. 27, Vancouver 151, New Westminster 3; March 5, Nelson 40, Rossland 3, Trail 1, Robson 4, Eholt 1, March 9, Winnipeg 16, Calgary 18.

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, No. 30.

TRADE DISPUTES OF THE MONTH OF MARCH.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No. of Establishments affected.	Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
					Directly.	Indirectly.			
DISPUTES WHICH COMMENCED DURING THE MONTH—Continued.									
N. Brun'ck.	Milltown. . . .	Cotton weavers. . . .	Refusal of Co. to grant an increase of 15 per cent in wages, or make other adjustment in consequence of alleged reduction in weekly earnings of employees.	1	165	635	"	16	No settlement reported at end of month
— Ontario. . . .	Toronto . . .	Leather workers on horse goods.	Demand for an increase of wages and shorter hours.	3	53	.....	"	16	"
— Ontario. . . .	Toronto . . . .	Electrical workers	Dispute with Plumbers' Union over right to do conduit work.	1	8	.....	"	17	No settlement reported at end of month
— Ontario. . . .	Toronto . . . .	Carpenters. . . .	Employment of non-union men and refusal to pay 30 cents per hour for an 8 hour day.	1	12	.....	"	21	Contractors claimed at end of month to have 28 non-unionists at work. Twenty-five cents per hour for 9 hour day, wages required by contract \$40 granted those in service 4 years, \$39 for those between 2 and 4, and \$38 for those under 2 years.
Ontario. . . .	Hamilton. . . .	Teamsters. . . . .	Demand for monthly wages of \$40 instead of \$36.	1	40	.....	"	21 Mar.	No settlement reported at end of month
Ontario. . . .	Hamilton. . . .	Master teamsters.	Demand for an increase of 50 cents per day for driver, horses and wagon.	1	40	.....	"	23	"
Ontario. . . .	Smith's Falls.	Metal workers, lab'rs and p'trs.	Demand for an increase of 25 per cent in wages and recognition of union.	1	250	75	"	25	"
— Ontario. . . .	Toronto . . . .	Painters. . . . .	Demand for increase in wages from 35 cts. to 40 cts. per hour.	1	60	....	"	30 Apl.	Increase granted to date from April 6.

of the Manufacturers' Association lodged a complaint with the National Brotherhood to the effect that these employees, by quitting their work without due notice, had violated the terms of the agreement which had been accepted by them and by MM. Goulet & Garant, when the Archbishop of Quebec had acted as arbitrator, and asked if they had the support of the Brotherhood in doing so. To this a reply was sent that the trouble appeared more a case of summary dismissal than a strike, and a request was made that the matter be referred to a committee of arbitration, as provided in the agreement made through the mediation of the Archbishop of Quebec.

The dispute was first referred to a conciliation committee, composed of three representatives each from the manufacturers and the union. At a meeting held on February 26 this committee passed a resolution requiring the men to return to work on March 3, on penalty of their being expelled from their union should they fail to do so. Thereupon the men appealed to the Board of Arbitration, the manufacturers and the shoe-workers having appointed their representatives on it. The two representatives, however, who should have chosen the third arbitrator, were unable to agree, and he was therefore selected, as provided, by the Chief Justice of the Superior Court of Quebec. However, before the Board of Arbitration had time to enter upon its duties, Goulet & Garant withdrew their complaints against their former employees if they would return to work, and the whole matter in dispute was satisfactorily adjusted, the men going back to the factory on March 7. In this dispute 48 shoe-machine workers were directly concerned, and the rest of the employees in the factory, to the number of about 300, were indirectly affected.

### Fort William Iron Workers' Strike.

On February 24 a strike was declared at Fort William by the local union of the International Structural Bridge and Iron Workers, on account of the refusal of the employers to adopt a new scale of wages

which had been submitted to them by the union. The strikers numbered 250; and the companies affected were the Macdonald Engineering Co., Warren City Boiler Works, Phoenix Iron Co., the American Bridge Co., and (indirectly) the Canadian Pacific Railway Co. The scale of wages at that time in force was on the basis of 500 rivets, considered to be a day's work, and was distributed among each gang of four as follows: Rivetter, \$2.50; helper, \$2; heater, \$2; with a bonus of 2 cents per rivet to each gang. Owing to a shortage in the number of rivets driven at the works of the Macdonald Engineering Co., on February 20, payment was made according to the actual number driven, whereupon a meeting of the union was held on the next evening, when the following schedule was drawn up and presented to all the companies mentioned above:—

1. Loftsmen, rivetters, hoisting engineers, chippers and caulkers, 40 cents per hour.
2. Rivet heaters, 35 cents per hour.
3. Holders-on, 30 cents per hour.
4. Ground men, 25 cents per hour.
5. Shop men in charge of machines, 30 cents per hour.
6. All other shop help on iron work, 25 cents per hour.
7. Nine hours to constitute a day's work.
8. No piece work to be allowed.
9. Wages to be paid twice a month.
10. All grievances between the party of the first part and local No. 53, I.B. & S.I.W., the party of the second part, which cannot be satisfactorily settled, to be submitted to arbitration, the party of the first part to name one arbitrator, and the party of the second part to name one arbitrator, and the two so named to agree and appoint a third, both parties to be bound by the decision of the board of arbitration so constituted.
11. This agreement to take effect from date of signing, and to remain in effect for six months from date.

The companies not acceding to these demands, a strike was formally declared on February 24. The employees then amended their schedule as follows:—

1. Erectors, riggers and hoisting engineers, 40 cents per hour.
2. Rivetters, heaters, holders-on, chippers and caulkers, 35 cents per hour.
3. Ground men, 25 cents per hour.
4. Shop men in charge of machines, 25 cents per hour.
5. All other shop help, 22½ cents per hour.
6. Ten hours to constitute a day's work on all works now in course of construction.
7. Nine hours to constitute a day's work on all new contracts.

On February 27 the Mayor of Fort William endeavoured to effect a settlement on the following terms :—

1. Riggers and erectors to be paid 35 cents per hour.
2. Caulkers, chippers, rivetters, heaters, holders-on and strikers, 27½ cents per hour.
3. Hoisting engineers, 30 cents.
4. Groundsmen, 25 cents.

The remaining four articles were acceptable to both parties.

The employers objected to the first and fourth scales, offering (1) a minimum of 27½ cents, and for (4) 20 cents. On March 3 a meeting took place between the head of the Macdonald Engineering Co. and a committee of the strikers, when an agreement was reached according to which the last schedule presented by the men was adopted with the exception that the wages of groundmen were placed at 22½ cents per hour, instead of 25. The other companies concerned also agreed to these terms, and work was resumed on the following day.

### New Disputes.

Among the new disputes of importance which occurred during the month of March were a strike of coal miners at the Extension Mines, near Ladysmith, B. C., one concerning various classes of labourers employed by the Collingwood Shipbuilding Co., Collingwood, Ont., and a strike of cotton weavers at Milltown, N.B. The following is a brief account of these three disputes.

### Strike at the Extension Mines, British Columbia.

On March 11 a strike took place at the Extension Mines, near Ladysmith, in British Columbia, which affected between seven and eight hundred men. A meeting of the miners had been held at Ladysmith on Sunday, March 8, for the purpose of organizing a union. At that meeting steps were taken to form a branch of the Western Federation of Miners. A proposal to demand an increase of 15 per cent in pay was vetoed. On the following Tuesday, when the miners went to work, they found a notice posted up by the company de-

claring that the Extension Mines would be closed on April 1, and ordering the men to return their tools to the store by that date. They also discovered that seven men, who had been prominent at the meeting, had been discharged. Believing that this action on the part of the company was owing to the fact that they had formed a union, the men refused to work any longer at the mines. On Saturday, March 21, the miners appointed a conciliation committee to endeavour to procure a conference between the union's representatives and the president of the company, but they did not succeed in effecting their purpose. Towards the close of the month a large number of miners left the place, as there did not seem to be any prospect of an early resumption of work. At the end of March the situation remained unchanged.

### Strike of Employees of the Collingwood Shipbuilding Co.

On Monday, March 9, the labourers engaged in excavating a dry dock for the Collingwood Shipbuilding Co., struck work and demanded an increase of 50 cents per day. On the same day they were joined by the labourers in the construction yards, later on by the helpers' passers, and on the 12th by the carpenters. The rivetters, who had no grievance, were compelled to stop also through lack of assistants. A union of the American Federation of Labour was formed by the strikers, and the organizers of it, who came from Toronto, tried unsuccessfully to see the management of the company, with a view to coming to an agreement.

### Further Negotiations for a Settlement.

On Friday, March 20, the Mayor of Collingwood tried unsuccessfully to secure an advance of 2½ cents per hour, or 25 cents per day, the men having expressed their willingness to accept this amount. A committee of the strikers then interviewed the manager, who offered them an increase of 12½ cents per day. At a meeting of the men this offer was unanimously rejected. On the following day, however, the com-

pany agreed to give the labourers the advance of 2½ cents per hour which they had requested, and on Monday, the 23rd, these terms were accepted, and the men returned to work. Mr. Robert Glockling, Secretary of the Ontario Bureau of Labour, was in Collingwood on the day of the settlement, and it is reported that his services were of great benefit in bringing the dispute to a satisfactory termination.

A day or two prior to the settlement, the Department of Labour, Ottawa, received from the president and executive of the committee managing the strike on behalf of the men, an application for its intervention under the Conciliation Act, with a view to bringing about a settlement of the matters in dispute. Immediately on receipt of this application, the department put itself in correspondence with the manager of the Collingwood Shipbuilding Company, drawing the company's attention to the fact that the department's intervention had been requested under the Act. In reply to this communication the department received from the company a telegram to the effect that the company had made concessions and expected an immediate resumption of work. These concessions referred to the increase of 2½ cents per hour mentioned above and which were accepted as satisfactory by the employees, and further action on the part of the department was thereby rendered unnecessary.

Cotton Weavers' Strike at Milltown, N.B.

During the month of January the weavers employed at the St. Croix Cotton Mill at Milltown, N.B., petitioned the manager of the mill for an increase of 15 per cent in the price schedule according to which they were paid. They complained that they were receiving \$2 a week less than before, chiefly on account of a difference in the material with which they were furnished, although the schedule had remained unchanged. They allege that the manager promised that within two months some changes would be made enabling them to earn more, but as nothing had been done

by the 13th of March, they declared a strike on that day without attempting any further negotiations. Two days later the mill closed down completely, throwing 800 persons out of employment. On March 30 efforts were made to resume operations, but only 30 weavers out of 300 returned to work. The closing of the mill affects directly and indirectly about 5,000 people, as nearly all the inhabitants of Milltown and St. Stephen derive their support from this mill. On the 31st a request for the mediation of the department under the 'Conciliation Act' was sent by the weavers, and the Deputy Minister of Labour proceeded to Milltown in order to endeavour to effect a settlement.

ENFORCEMENT OF FAIR WAGES  
RESOLUTION BY POST OFFICE DEPARTMENT, MARCH, 1903.

During the month of March the following orders were given by the Post Office Department for the supplies below mentioned. All were given subject to the regulations for the suppression of the sweating system, and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions :—

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps; also type and brass crown seals.....	\$ 600 11
Making and repairing rubber dating and other hand stamps and type.....	32 50
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink....	854 04
Repairing post office scales. ....	3 00
Supplying mail bags.....	1,732 30
Repairing mail bags.....	834 80
Repairing mail locks, and supplying mail bag fittings.....	662 00
Repainting letter boxes and making and repairing mail clerks' tin boxes.....	64 50
Miscellaneous orders for making and repairing postal stores.....	11 10
Making up and supplying articles of official uniform.....	22 00

## UNIONS FORMED DURING THE MONTH OF MARCH.

The department has received notice of the following organizations as having been formed during the month of March, 1903:

### *Nova Scotia:*

Sydney—Electrical workers.

### *Quebec:*

Levis—Marine Firemen's Assembly.

Montreal—Italian Labourer's.

" C.P.R. and G.T.R. Carters.

" Barbers.

" Stationary Engineers and Firemen.

" Railway Baggage and Freight Handlers.

" Butchers.

" Wooden Box Makers.

" Milkmen.

" Newsboys.

Quebec—Plumbers.

Sherbrooke—Plumbers.

### *Ontario:*

Chatham—Carriage Workers.

Collingwood—Federal Labour.

Fort William—Bricklayers and Masons.

" Carpenters and Joiners.

Guelph—Stone Cutters.

Hamilton—Piano and Organ Workers.

" Garment Workers.

" Pattern Makers.

London—Butchers.

" Boiler Makers' Helpers.

" Excavators.

St. Mary's—Quarrymen.

Toronto—Bolt Makers.

" Brick and Tyle Makers.

" Wire Workers.

Windsor—Car Repairers.

### *Manitoba:*

Winnipeg—News Writers.

" Railway Employees.

### *British Columbia:*

Ladysmith—Miners.

## RECENT INDUSTRIAL INVENTIONS.

The following particulars have been obtained from the latest number of the 'Canadian Patent Office Record,' issued by the Department of Agriculture.

During the month of January, 339 Canadian patents were issued. Twenty were for agricultural implements, including harvesting and threshing machines, a cheese press, a cream separator and five ploughs. There were ten patents for manufacturing machines, three of them being paper-making machines, and three others sewing machines. There were also ten patents for electrical instruments, two electric glow lamps, two relating to telephones, and one to wireless telegraphy. Seven patents were issued for metallurgical inventions and processes, two being for the manufacture of steel, two for ore amalgamators, one an electro-chemical process for precipitating metals, and a stamp mill. Among the other inventions were five rotary engines, two pumping engines, seven valves, three railway switches, five car couplers, and two cattle-guards.

## REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during March, 1903:—

### CANADIAN REPORTS.

During the month of March all the departmental reports of the Dominion of Canada for the last fiscal year were laid on the table of the House of Commons. Most of them have been already reviewed

in the *Labour Gazette*, but the following only appeared last month.

### Canadian Fisheries.

Thirty-fifth Annual Report of the Department of Marine and Fisheries, 1902. King's Printer Ottawa. 432 pages. Price, 20 cents.

The thirty-fifth annual report of the Department of Marine and Fisheries of Canada gives the following statistics for the

year 1901. The total value of fish and fish products in Canada amounted to \$25,-737,153, exceeding the previous catch by over \$4,000,000. Of this amount, \$14,-143,249 worth was exported. The total capital invested was \$11,491,300. The total number of men engaged in the fishing industry was 93,605. Of these 78,290 were fishermen, and 15,315 were employed in lobster canneries. The salmon canning industry of British Columbia comprised 77 establishments, valued at \$1,500,000, and gave employment to 18,941 persons, and preserved over 59,000,000 cans of salmon. The Pacific sealing fleet consisted of 39 schooners, 139 boats, 226 canoes, which were valued at \$370,000 and manned by over 900 sailors and hunters.

## QUEBEC REPORT.

### Factory Inspection in Quebec.

Report of the Minister of Colonization and Public Works of the Province of Quebec, for the year ending June 30, 1902. King's Printer, Quebec. 294 pages.

The reports of the inspectors of industrial establishments in the province of Quebec for the fiscal year 1901-2, embodied in the report of the Minister of Colonization and Public Works, show that a large amount of good work was accomplished by them during that year in improving the condition of the working classes. Since the passing of The Factories Act of 1885, which was intended only for the protection of operatives in factories, the scope of the law has been gradually extended, until it now includes the inspection of boilers, the application of hygienic measures closely followed by the introduction of regulations concerning workshops and factories, a promulgation respecting public buildings in 1895, regulations respecting hotels, convents and hospitals, followed in 1902 by an Act requiring the inspection of all public buildings in the province of Quebec as well as retail stores.

A recommendation is made in this report for an amendment to the law raising the age of admission of children to factories from 12 to 13 years, in order to allow them

one more year of school training. A synopsis of the laws of other countries regarding the age at which children are allowed to work is also given.

The duration of work in the province of Quebec is 10 hours per day, with certain exceptions in saw and pulp mills, where the time for adult labour is 11 and 12 hours a day. For children under 18 the week of 60 hours is always in force and cannot be extended without special permission from the inspector.

With regard to the health and comfort of operatives, the employers in industrial establishments of Quebec are obliged to comply with the following prescriptions:—

(a) Place at the disposal of their work people good, wholesome water and the means of securing personal cleanliness:

(b) Operatives of both sexes whose work allows of their sitting down should be provided with suitable chairs with backs.

(c) Taking the number of operatives into consideration, the inspector may call upon the employer to provide a suitable room for taking their meals and a suitable cloak room in which their outdoor clothes may be kept.

(d) They shall cause a sufficient number of spittoons to be placed in the various parts of the workshop or factory indicated by the inspector. (A similar provision is made also for shops).

A marked improvement in the sanitary conditions of workshops and factories has been observed since the first appointment of inspectors, and as a rule employers are quite willing to make the changes which are required of them.

## EUROPEAN REPORT.

### Pay-Rolls of Different Classes of Labour in France.

Bordereaux de salaires pour diverses catégories d'ouvriers en 1900 et 1901. République française, Ministère du Commerce, des Postes et des Télégraphes, Direction du Travail, Office du Travail, Imprimerie Nationale, Paris, 232 pages.

This volume contains the results of a compilation from the three following distinct classes of documents regarding rates of wages and other matters affecting cost of living in France for the years 1900-1901:—

1. Schedules of ordinary and current wages, annexed to specifications in contracts for public works and supplies award-

ed by the State, the departments or townships. These schedules are prescribed by decree of the 10th August, 1899, which provides that the specifications to be inserted in all contracts awarded by the State shall contain clauses whereby the contractors shall be required to pay their workmen a wage equal, for each class of labour, to the rate current in the locality where the work is being carried on, and that the hours of labour shall be those current in such localities. Two other decrees issued at the same date provide that the same conditions may be applied to contracts awarded by departments, townships and eleemosynary institutions. The verification and establishment of the ordinary and current rates of wages are under the charge of the interested department, which is required (1) to take into consideration as much as possible the agreements between employers, syndicates and trade unions of the region affected; or (2) failing such agreements, obtain the findings of mixed commissions composed in equal parts of employers and workmen, besides obtaining as much information as possible from professional syndicates, councils of "*prud'hommes*" (experts), engineers, departmental and communal architects, and other competent persons.

2. The second of the above mentioned classes of documents is composed of statements filled in by councils of *prud'hommes* (experts), or, failing such, by the mayors of county towns not having such councils.

3. The third class of documents consisted of slips prepared by a large number of teachers, in virtue of an investigation organized in accordance with the General Handbook of Primary Instruction, and forwarded to the Labour Bureau.

The volume is almost wholly made up of statistical and analytical tables, giving in much detail rates of wages, hours of employment and cost of living. Summing up the general results obtained into as concise a form as the present review renders possible, the average wage of the working classes in 1901 ranged from 25 centimes, or about 5 cents per hour, making 2.50 francs, or 50 cents per day for washerwomen, to 1 franc an hour or 20 cents, to 10 francs per day or \$2 paid to ornament makers. These are the rates which prevailed in the city of Paris. In the other cities of the republic the wages vary from eighteen centimes per hour or 1.78 francs per day, about thirty-six cents per day paid to washerwomen, to 58 centimes an hour, or 6.09 francs, about \$1.22 per day, paid to ornament makers.

The table showing the variation in wages from 1853 to 1901 in the chief towns of departments, excepting Paris, shows a general increase in wages of all kinds from 1.99 francs, or about forty cents, to 4.02 francs, or about eighty cents per day. The hours of labour throughout France vary in different classes and localities, but are from 8 to 11 hours per day, the day of ten hours being most general.

In collecting the information concerning cost of living, the whole of France was divided into localities containing (1) not more than 1,500 inhabitants; (2) from 1,500 to 5,000; (3) from 5,000 to 50,000, and (4) those with over 50,000 inhabitants. Returns were received from over 3,000 places, and show that the average cost of living varied from 85 per cent in the smallest localities to 100 per cent of the wages earned in the largest.

## RECENT LEGAL DECISIONS AFFECTING LABOUR.

### QUEBEC CASES.

#### Dismissal of Employee Without Cause.

M was engaged by the Dominion Carpet Company as head accountant, a written

contract stipulating that he should be paid \$75 per month for one year from September 11, 1901. On August 8, 1902, he was dismissed, (as he alleged without a just cause) and he therefore brought an action

against the company for \$100 due him as wages under the contract.

The company pleaded that some months earlier M had, without its knowledge or consent, applied to a number of its customers for goods or money to go to a testimonial which he represented was being got up to the company's manager; that some goods and money were received, but were never used for that purpose; and that the company had a right to dismiss M, as it did, as soon as it found out about these transactions.

The evidence showed that M had applied to various firms for goods for the proposed testimonial to the manager, and that he had received several articles of small value and \$5 in money. He had then spoken to some of the other employees of the company, but they had been unfavourable to any testimonial, and he had therefore put away in the company's safe for the time being the articles and money. It was proved to the satisfaction of the court that M had acted in perfect good faith throughout the whole transaction, and that he had applied to the firm in question with the intention of really getting up the testimonial. Moreover, it did not appear that his conduct had in any way been prejudicial to the interests of the company. The court therefore held that M had done nothing which justified his employers in dismissing him before the expiration of the year for which he was engaged; and judgment was therefore given against them for the wages due him for the balance of that term.

(*Millar v. The Dominion Carpet Company.*—Judgment in the Superior Court at Sherbrooke, P.Q., by Mr. Justice Lemieux.)

### Unskilled Employee Allowed to do Dangerous Work.

A was employed by the Canadian Pacific Railway Co. to do ordinary work on part of its road. In the course of his employment he was one day directed by the foreman in charge to drive in certain spikes. While so doing he failed to hit one of the spikes squarely on the head, and, as a result, it flew away, striking him on the leg,

and inflicting a wound, which, though at first not considered serious, rapidly grew worse, and death followed from blood poisoning about ten days later.

A's mother sued the Company for \$1,999 damages, alleging that her son's death was caused by its negligence, both because the spikes which he had been ordered to drive in were old and unfit for use, and also upon the ground that the work of spike-driving requires special skill, being dangerous to a person inexperienced therein, and that the foreman knew that A was not competent to do such work.

Upon the evidence given at the trial the court came to the conclusion that spike-driving was a work that required special skill, and that it was dangerous employment for a person who had had no experience in the same. It was also pointed out in the judgment that, although the mother had no right to any particular share of the son's wages, yet she was legally entitled to support according to her son's ability to supply the same. Therefore, as she was 77 years of age, the ordinary expectation of life was 6 or 7 years, the court consequently awarded her \$600 damages.

(*Sparano v. The Canadian Pacific Railway Company.* Judgment given by Mr. Justice Archibald at Montreal, December 2, 1902.)

### Responsibility of Employers.

A. R. was employed by contractors who were constructing a sewer. Part of his work was to clean out holes where the dynamite had exploded in the blast. While doing this upon one occasion an explosion took place which killed him. The parents sued the contractors for damages, alleging that the accident was caused by negligence for which they were responsible. The latter claimed that the deceased had himself been imprudent in using a crowbar contrary to orders. The trial court held, however, that as a foreman had been in charge of the work it was his duty not only to forbid the use of a crowbar, but also to have stopped the deceased from so using it, and that the contractors were liable for their foreman's failure to do so. The trial

court also held that the operation of cleaning out the old holes was a dangerous one, and that new holes should have been bored. Judgment was, therefore, given against the contractors for \$1,999.

The contractors appealed from this judgment and the Court of Appeal came to the conclusion that as a matter of law the contractors had not been negligent; and that as a matter of fact, the evidence showed that the making of new holes would not have obviated the chances of an explosion. The judgment of the first court was therefore reversed, and the action against the contractors was therefore dismissed.

(Keegan v. Ronallo. Judgment delivered by the Court of King's Bench, Appeal side, at Montreal, September 25, 1902.)

### **Employer Liable for Defective Materials.**

L, while employed by C, met with an accident which he alleged was due to the defective material provided by C. The latter denied negligence and claimed that the accident was caused by L's own carelessness. In the opinion of the court, the evidence showed that the accident was occasioned by the weakness of one of the beams in a scaffold constructed for the use of C's employees, which L was using at the time of the accident. The court, therefore, held that C was liable, and awarded L \$250 damages.

(Laurendeau v. Chamberlain. Judgment given by Mr. Justice Fortin at Montreal, November 17, 1902.)

## **ONTARIO CASES.**

### **Heavy Fines Imposed on Intimidators.**

Severe penalties were recently meted out in the Toronto Police Court to men who were proved to have intimidated and interfered with a fellow employee, who was not a union man.

During the recent garment workers' strike several non-union men were brought from Hamilton by W. R. Johnston & Co.; when the strike was settled, some of these men were still kept at work, amongst them being W. G. Stevenson. Recently, when the latter was on his way home, he was

stopped by a number of union men, and two of them assaulted him. Stevenson had proceedings taken against them, and, in giving his evidence, he swore that during the strike he had been molested and urged to stop work by picketers, who had offered to pay his railway fare home if he would do so; and that since the strike he had been continually tormented by the accused, Calhoun and Clegg, and by other union men.

The defence was that the trouble was started by Stevenson himself threatening to hit Calhoun, but the magistrate did not take that view of the incident. He imposed a fine of \$75 and costs on each of the accused, or sixty days in jail; and, in giving this sentence, he is reported to have said: 'I find that there were two sets of workmen, and that one set were determined that the other set should not work, and it ended in violence on the street. It all arose out of intimidation, and that is what the Act is intended to stop.'

On the same day another somewhat similar case came up in the Toronto Police Court. McCann is employed as a moulder at Gurney's foundry, which is a non-union concern. On coming out of the works one day he was met by Joseph Ferguson, who called him a 'scab' and other names. A charge of intimidation was laid against Ferguson, who pleaded guilty. He was fined \$75.80 and costs or sixty days in jail.

(Decisions rendered by the Police Magistrate, Toronto, March 19, 1903.)

### **Accident Caused by Negligence of Strangers.**

R was employed by the Ottawa Electric Co. as a linesman, and in the course of his work was injured by a current from an electric wire. He sued his employers, the Ottawa Electric Co. and Messrs. Ahearn & Soper, Ltd., to whom it appeared that the line or wire in question belonged, were also made defendants.

At the trial the judge declared that R had no cause of action against his employers, the Ottawa Electric Co. As regards the liability of Ahearn & Soper, Ltd.,

he left three questions to the jury. In answer to two of these questions the jury found (1) that the negligence of Ahearn & Soper was the proximate cause of the accident; and (2) that their negligence consisted in using uncovered wires and in careless construction of tie-wires. The jury, however, did not answer the third question, which was, whether or not R might have avoided the accident by the exercise of ordinary care. The trial judge considered that these answers amounted to a disagreement on the part of the jury and discharged it.

Both parties appealed to a higher court, R asking for a judgment in his favour upon the answers given by the jury, and Ahearn & Soper, Ltd., asking that the action should be dismissed.

The court refused the motion of both parties and directed that the case should be tried again.

In the course of its judgment the court said 'that the standard for measuring the duty which Ahearn & Soper owed to R was not the same standard as that which would have been applicable if the line and current from which, as it was alleged, caused the injury to R had belonged to his employers, and the action had been against the employers; but the duty which was owed by Ahearn & Soper to R was to take reasonable care that he should not suffer injury from the dangerous current of electricity which they were conducting on their line in close proximity to the place where he was working. It was for the jury to say whether there was 'absence of care according to the circumstances', having regard, on the one hand, to the highly dangerous character of the element which Ahearn & Soper were dealing with and the means that were open to them of avoiding altogether or reducing to a minimum the danger; and, on the other hand, to the obvious and ordinary means of protection and of avoiding injury that were available to R in the circumstances. The circumstance that bare wires were used for tie wires, which was apparent to the eye, and the circumstance that R

was not wearing gloves when he was engaged in the work, were not sufficient to justify the withdrawal of the case from the jury.'

(Randall v. The Ottawa Electric Company. Judgment by a Divisional Court of the High Court of Justice for Ontario, rendered February 19, 1903.)

## MANITOBA CASE.

### Outcome of the C.P.R. Strike.

One of the noteworthy incidents of the strike of the Canadian Pacific Railway Company's employees in Manitoba, is that, apparently, the company's officials have taken the ground that men who leave in the middle of a week or month (according as they are employed and paid) without giving due notice of their intention to do so, are not entitled to any payment for the part of such week or month during which they have actually worked. Moreover, this view appears to have been upheld by a judgment recently given at Winnipeg. On the other hand it is said that one of the strikers has had a summons served on the C.P.R. officials, alleging that they are withholding wages properly due, in order to have the whole question settled by the courts. This matter will be referred to in the next issue, when a full report of the judgment above referred to will have been obtained.

## BRITISH COLUMBIA CASES.

### Judgment Entered on Verdict in Court of Final Appeal.

McKilvey was employed as a miner by the Le Roi Mining Company. In the course of his work he was severely injured by falling off a lifting cage in the Le Roi Mine. He sued the company for damages, alleging that it was negligent inasmuch as the machinery was defective, that there was insufficient bulk head for the protection of miners on the lower level from falling materials, and also that the carelessness of another of its employees in managing the elevating gear had caused the cable to give way.

At the trial the jury brought in a verdict against the company for \$3,000 damages ; but both the trial judge and the court of three judges to which the appeal was taken in British Columbia refused to enter judgment upon this verdict. An appeal was then taken to the Supreme Court which allowed the appeal and ordered that judgment for \$3,000 should be entered in accordance with the verdict.

(McKilvey v. Le Roi Mining Company. Judgment given by Supreme Court of Canada, November 17, 1902.)

### **Mine-owners not Complying with Statute.**

B was employed in a coal mine in British Columbia. In the mine there was a haulage slope, which was used as a road by the employees. It was not provided with man-holes every 20 yards, as it should have been according to the provisions of the Coal Mines Regulations Act of British Columbia, and for this reason the usual trip on the haulage slope was not supposed to be made while the employees were going to and returning from work. B on one occasion, was going up in the usual manner, and at the usual time for stopping work, when he was knocked down and severely injured by some cars which had been sent on a trip against the usual custom. B sued the company for damages, and the jury found that his employers had been negligent in allowing the cars to make the trip

while he was returning from work, and therefore awarded him \$1,424 damages. The company appealed but the higher court agreed that the facts were as found by the jury, and also held that the damages were not excessive. A further appeal was taken to the Supreme Court of Canada, which also affirmed the decision given at the trial.

(Booker v. Wellington Colliery Company.)

### **AN AMERICAN CASE.**

#### **Alleged Intimidation on the part of Employer.**

Some time ago a number of clerks employed by the Michigan Central Railway Company were discharged by the Division Superintendent at St. Thomas, Ont., J. B. Morford. They claimed that they had been dismissed because they had refused to give up their membership in the unions to which they belonged, and this, they contended, was a violation of section 171a of the Penal Code of the State of New York. That section makes it a misdemeanour for any employer to compel or coerce an employee not to join a labour organization as a condition of securing or retaining employment. In December, 1902, the grand jury of Niagara County, (N.Y.), indicted Morford on this charge, and, as he has since surrendered himself and given bonds for his appearance, the matter will probably be disposed of at a trial.

DOMINION OF CANADA

# THE LABOUR GAZETTE

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EDITOR :

W. L. MACKENZIE KING, M.A., LL.B.

*Deputy Minister of Labour.*

ASSOCIATE EDITOR :

ROBERT H. COATS, B.A.

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#### NOTICE.

Copies of Volumes 1 and 2 of the **LABOUR GAZETTE**, bound in cloth, may be obtained from the Department of Labour on payment of fifty cents (50c.) per volume, in advance. These volumes contain the numbers of the **GAZETTE** published during the fiscal year ending June, 1901, and June, 1902, respectively.

The LABOUR GAZETTE is published monthly.

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Orders and subscriptions should be addressed to

THE ACCOUNTANT,

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OTTAWA,

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All communications addressed to the Department of Labour, Ottawa, Canada, may be sent free of postage from any part of the Dominion.

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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. IV—No. 11.

MAY, 1903

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The **LABOUR GAZETTE** wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,

OTTAWA, May 15, 1903.

THE present issue of the *Labour Gazette*, will be found to contain an unusually large number of special articles devoted to recent developments in labour and industrial circles in the Dominion.

Of these one of the most noteworthy is the publication of the first of a series of tables dealing with the subject of cost of living in Canada, representing, as was explained in the preliminary article which appeared in the April *Gazette*, the result of an investigation carried on by the department over the past five months. The article in the present issue further describes the sources of information and methods of investigation of the department, the statistical tables representing an instalment of the results of the department's inquiry into retail prices of provisions in Canada. All the provinces of the Dominion are covered in the tables in question, which are compiled exclusively from schedules obtained from sources outside of the department.

A resume of the report of the Royal Commission of inquiry on conditions in the tobacco trade of Canada is contained in another special article of the present *Gazette* in which an interesting body of information will be found on the subject of the nature and extent of this industry in Canada.

The portion of the *Gazette* devoted to the labour disturbances of the month is of considerable length in the present issue, two special reports being published concerning the intervention of the department under the Conciliation Act, 1900, in the strikes of the employees of the cotton mills at Milltown, N.B., and of lumber mill employees at Hawkesbury, Ont., and the customary record of the trade disputes of the previous month being somewhat extended to cover the large number of disturbances reported.

The series of articles beginning in the September, 1902, issue of the *Gazette* relating to labour organizations in Canada and wages and hours of railway employees are continued in the present number, the subject of the growth and present position of trade unionism in Manitoba and the North-west Territories being dealt with in the former, and the wages and hours of railway telegraphers in the article relating to railway employees. The latter is the final article of the series which the department will publish in this connection.

Other articles of the issue to which special attention may be directed are: A report of the Trades and Labour Congress interview

with the Dominion Government ; a report on conditions of railway employment in Canada as based on the annual statement of the Grand Trunk Provident and Insurance Society ; a description of the various Technical Schools at present in existence in Canada ; a summary of statistics relating to the agricultural industry in New Brunswick as published in a recent bulletin of the Census Department ; a report of the annual meeting of the Employers' Association of Toronto ; and a report of the judicial decision in the case of the alleged combine of coal dealers at Brantford, Ont. References are also made under separate headings to the operations of the alleged combine of lumber

dealers and conditions generally in the lumber trade in western Canada, and to the subject of the supply of skilled labour in the metal trades in the Province of Ontario, special statements from the correspondents of the *Labour Gazette* in the several cities of the province, being published in connection with the latter. Reference is also made to the increased immigration movement into Canada.

There is the usual account of new unions, recent industrial inventions, enforcement of the fair wages resolution, government contracts awarded, reports of departments and bureaus and recent legal decisions.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF APRIL.

### I. GENERAL SUMMARY.

GENERALLY satisfactory conditions were reported by the correspondents of the *Labour Gazette* as prevailing in labour and industrial circles throughout Canada during April. Employment was active, with exceptions arising out of local or particular causes, and the prospects for the continuance of a busy industrial season may be considered promising. An alleged scarcity in the general supply of labour, particularly farm labour and metal workers in Ontario, was a feature of the month. The upward tendency in wages was still continued, as will be seen from the record given below of increases granted. The unprecedented proportions reached by the immigration movement also calls for special reference. There was an increase as well in the unrest existing in the labour market, 22 new strikes being reported to the department as against 17 in March and 20 in the corresponding month of 1902. In British Columbia, the number of industrial differences led, early in the month, to the appointment by the Dominion Government of a Royal Commission, consisting of the Honourable the Chief Justice of

British Columbia and the Rev. Elliott S. Rowe, with the Deputy Minister of Labour as secretary, for the purpose of enquiring into the causes of the differences.

#### Increases in Rates of Wages Granted.

The following is a list of the more important changes in wages above referred to in the several trades and industries as reported to the department during the month of April.

*Halifax, N.S.*, painters from \$1.25-\$1.50 to \$1.85, with a reduction in hours from 10 to 9. *St. John, N.B.*, labourers employed on the I. C. R. terminal from 17½ to 20c. per hour ; hod carriers and mortar men from \$1.20 to \$1.60 per day ; carpenters to \$2 per day. *Quebec, Que.*, labourers (80) from \$1 to \$1.25 per day ; batteaux men by from 20 to 25 per cent ; lumber drivers to \$2 per day ; axemen in shipping booms by about 35 per cent ; employees on piece work in Dominion Arsenal a reduction of wages. *Three Rivers, Que.*, a general upward tendency. *St. Hyacinthe, Que.*, boot and shoe workers by from \$1

to \$2 per week. *Montreal, Que.*, painters from a rate of \$1.60-\$2 per day to 22½c. per hour, 9 hours per day; unskilled labour a general increase; employees of the Light, Heat and Power Company; plasterers from 28c. to 32½c. per hour; employees of Canada Sugar Refining Co.; city firemen; carpenters to a minimum of 20c. per hour; printers from \$11 to \$12.50 per week; ceramic, mosaic and encaustic tile layers and helpers from \$2-\$3 per day of 10 hours to \$3 per day of 9 hours. *Hull, Que.*, corporation employees to 15c. per hour for labourers, and to 20c. per hour for foremen. *Ottawa, Ont.*, stove plate moulders (5) by 10c. per day; employees in sash and door factories, 10 per cent; tailors, a slight increase. *Cornwall, Ont.*, and other points on the government canal system, lock tenders and lock masters 25c. per day. *Brockville, Ont.*, longshoremen from 25c. to 30c. for day work, and from 35c. to 40c. for night work. *Kingston, Ont.*, painters employed by two small firms to \$2 per day of 8 hours. *Belle-ville, Ont.*, lathers from \$1.35 to \$1.50; corporation employees from \$1.25 to \$1.35 per day. *Toronto, Ont.*, bricklayers to 45c. per hour; carpenters to 35c. per hour; painters to 35c. and 40c. per hour; plasterers to 40c. per hour; plasterers' labourers to 30c. per hour; picture frame workers about 25 per cent on day work, with an increase for piece work; civic firemen to \$775 per annum; leather workers on horse goods to an all round rate of \$9 per week. *Toronto Junction, Ont.*, motormen and conductors from \$35 to \$40 per month; C. P. R. yardmen, car inspectors and car repairers by 10 per cent; brickmakers. *Hamilton, Ont.*, sheet metal workers by about 12 per cent; cabinet makers; tobacco workers; conductors and motormen. *Grimsby, Ont.*, nursery employees. *Brantford, Ont.*, machinists\*; post office clerks. *Guelph, Ont.*, barbers from \$7-10 per week to a minimum of \$10 per week. *London, Ont.*, bricklayers from 37½c. to 40c. per hour; carpenters 10 per cent;

lathers from 12½ to 15c. per bundle; painters from 22 to 25c. per hour with Saturday afternoons off; plumbers to a minimum of 25-30c. per hour; machinists 7½ per cent; boilermakers 10 per cent; boilermakers' helpers \$1.15-\$1.25 to \$1.30-\$1.40 per day; builders' labourers from 22 to 22½c. per hour; blacksmiths by from 5 to 10c. per day; cigarmakers to a minimum of \$7 per 1,000 on 5c. goods; street railway employees from 15½ to 16c. per hour, with a decrease in certain lines. *St. Thomas, Ont.*, street railway employees\*; mechanics in employ of M. C. R. Co., 10 per cent; bricklayers from 33 to 36c. on May 1; iron workers 10 per cent. *Chatham, Ont.*, G. T. R. trackmen 10 per cent. *Windsor, Ont.*, painters in G. T. R. shops, C. P. R., car repairers. *Winnipeg, Man.*, street railway employees. *Brandon, Man.*, stone cutters from \$2.75 to \$3 per day. *New Westminster, B. C.*, barbers. *Vancouver, B. C.*, builders labourers\*; street sweepers from 18 to 20c. per hour with 9 hour day; ward labourers 20 to 25c. per hour; carpenters from \$3 per day of 9 hours to \$3.20 per day of 8 hours. *Victoria, B. C.*, moulders from \$3.25 to \$3.50, with decrease in hours from 10 to 9; blacksmiths, machinists and boilermakers a reduction in hours from 10 to 9 per day without reduction in pay.

#### Increases Asked for

The following were among the various classes of workmen making demands for an improved wage schedule during the month, final information concerning which had not reached the Department on the 1st of May:

*New Brunswick.*—Truckers and checkers on I. C. R., system; *Montreal*, electrical workers, carpenters, foundry helpers, moulders; *Ontario*, G. T. R. trackmen; *Peterborough, Ont.*, tailors; *Toronto, Ont.*, cabinet

\*See reports of *Gazette* correspondent for this city in the present issue.

makers, trunk and bag makers, carriage and waggon makers, street railway employees; *Toronto Junction, Ont.*, carpenters; *Guelph, Ont.*, city labourers, carters, members of police force; *London, Ont.*, employees of G. T. R. car shops; *Hamilton, Ont.*, moulders, boot and shoe workers, tin workers, plumbers, carpenters, city teamsters; *Winnipeg, Man.*, tailors; *Vancouver, B.C.*, junior plumbers.

### Conditions in the Industries.

*Agriculture.*—Seeding was generally begun throughout Canada, the prevailing dry weather having assisted materially in the sowing of crops. The fall wheat in the older provinces was generally reported to have wintered well, though the cold month which has just passed and the absence of rain have retarded growth. The farm labour problem was benefited somewhat by the immigration movement, especially in Western Canada, though in Ontario a scarcity of men is still complained of.

*Fishing.*—Lobster and herring fishing has been fairly active in Prince Edward Island, though the industry on the whole was dull in Nova Scotia and Southern New Brunswick. In British Columbia active preparations were begun among canning men for the coming season, and big runs are expected especially in the northern rivers of the province where the heavy snowfalls have increased the volume of water in the streams. The Commission appointed to investigate conditions in the Salmon Canning industry recommended that the use of purse seines be immediately authorized in British Columbia waters to offset the traps, that numerous hatcheries be established in the northern waters and that boat-pullers' licenses be abolished.\* Large catches of halibut were reported in British Columbia during the month.

*Lumbering.*—The early advent of spring caused considerable diminution of the cut besides leaving much timber in the woods until next winter. During the opening week of April the majority of the men returned from the shanties. Men, however, were in demand for the drive at high wages. In British Columbia conditions were very active in the industry owing to the demand in the market in Western Canada on account of the increased scale of the immigration movement. On April 16th an important deputation of the Quebec Lumber Limit Holders' Association waited on members of the Provincial Government and made representations relating to the permits granted to alleged settlers on crown lands, who obtain the same by stating that their intentions are so to settle, but whose object is to cut timber on the lands and afterwards abandon them. In reply the Premier agreed to withhold in the future the granting of lots within the confines of timber limits during the month of April and to hold back all permission to settlers during the four months previous to April if the Association will offer proof that the settlers who have been awarded the permits are not bona-fide settlers.

*Manufacturing.*—Conditions are generally very active in anticipation of the coming season's demands.

*Mining.*—The most important developments of the month occurred in British Columbia where the settlement of the coal miners strike at Fernie, and the consequent resumption of coke shipments, brought much relief to the industry throughout the province. The continuance of the trouble on Vancouver Island, however, was a serious development in the opposite direction. During the month the position of conditions in the Silver Lead Mining industry was the subject of considerable discussion.

\* A review of the report of the Commission will be published in the June issue of the *Gazette*.

### Conditions in the Trades.

In the trades generally activity was the rule, especially in the metal, engineering and shipbuilding branches and in the woodworking and furnishing trades. In the building trades operations on a large scale were begun in many localities, though in some few instances, particularly in Manitoba, British Columbia and the territories, dullness prevailed, owing primarily to the scarcity and high prices of material. In still other localities strikes and unfavourable weather conditions were unsettling factors. In the balance of the trades mentioned in the reports of *Gazette* correspondents, the situation as a whole was satisfactory and shows no signs of a cessation of the active conditions prevailing over the past several months.

### Transportation Activity.

The volume of traffic on the railways was affected during April by the opening of navigation, especially in the province of Ontario. The unprecedented movement of freight, however, made the question of car shortage still a most serious one, and delayed deliveries of merchandise was a frequent complaint of the month. The city of Toronto in particular suffered from this congestion of traffic on the railways. In western Canada, also, the continuance of the grain blockade was a subject of complaint, though the opening of the grain-shipping season on the great lakes was expected to improve conditions in this respect.

Prospects for an unusually active season in railway construction were promising at the close of the month. Apart from the projected trans-continental lines, special mention may be made of the new routes proposed by the Canadian Northern in Manitoba and by the Canadian Pacific Railway in various sections of the territories. In this connection also the awarding of contracts by the Canadian Pacific Railway

Company for the construction of 242 steel bridges, varying in length from twenty to one hundred feet, was a development of the month. Sixty-nine of these contracts were awarded to a Toronto company, a large number of the bridges being for the Toronto division of the railway.

The Grand Trunk Railway report for the last half year of the company shows an increase in net revenue receipts of £27,637, while the working expenses increased from 68 to 70 per cent of the gross receipts. The surplus increased by about £34,000, enabling the second preference stock to receive a full dividend instead of four per cent as last year. The increase in the ratio of working expenses is mainly attributable to the abnormal price of fuel resulting from the prolonged coal strike in Pennsylvania. The half year's increase under this heading was £92,000. The train mileage increased by 663,923.

The removal of tolls by the Canadian Government on the St. Lawrence canals for two years was announced by the Minister of Finance. A rate of one-third of a cent per bushel on grain passing through the canals was hitherto charged.

The appointment of Sir William Van Horne, Mr. John Bertram of Toronto, and Mr. Harold Kennedy of Quebec as members of the Dominion Commission on Transportation was announced.

The inauguration of the Canadian Pacific Railway trans-atlantic steamship service with the sailing of the steamship *Lake Champlain* from Liverpool was reported on April 14. The president of the company stated that the company had no intention of entering the North Atlantic Conference.

### Exports and Imports.

Turning to the general trade situation in Canada, the month showed no cessation in the expansion which has been a feature of the returns for so long a period past. For

the nine months ending March 31, the exports of the Dominion amounted to \$162,420,763, while the imports totalled \$155,440,036, the latter showing a gain of \$14,707,327, and the former an increase of \$17,873,890, as compared with the same nine months of 1902. To these totals the agricultural industry contributed \$87,465,533 of exports, or over 53 per cent; the exports of animals and their products increased by \$9,187,240, while the exports of manufactures showed an excess of \$1,813,650. A decrease was shown in the products of the mines alone, the fisheries showing an increase of about \$1,500,000 and forest wealth an increase of over \$3,500,000. For the month of March alone the total imports amounted to \$19,847,547, an increase of \$2,826,077, as compared with March, 1902, while the exports totalled \$10,336,141 or an advance of \$989,489.

A special feature of the April foreign trade of Canada was the activity of steel shipments from Germany, as many as ten steamers loaded with steel having left German ports for Canada during the month.

#### Anglo-Canadian Trade.

Returns published by the Board of Trade of Great Britain for the three months ending March 31, showed the following increases in British imports from Canada:—Wheat, £302,000; oats, £21,000; cattle, £186,000; sheep and lambs, £13,000; bacon, £187,000; hams, £16,000; eggs, £11,000; canned salmon, £151,000.

The decreases in the British imports from Canada during three months were: Wheat flour, £27,000; peas, £21,000; butter, £2,000; canned lobster, £3,000; hewn wood, £3,000; sawn wood, £3,000. The imports of maize totalled £3,000. Cheese was unchanged.

British exports to Canada increased as follows during the three months: Salt, £3,000; spirits, £14,000; wool, £2,000;

oilseed, £5,000; tinned plates, £11,000; cutlery, £6,000; cotton piece goods, £9,000; linen piece goods, £10,000; jute piece goods, £14,000; worsted tissues, £62,000; carpets, £30,000; haberdashery, £19,000; lace, £2,000; apparel and slops waterproofed, 13,000; not waterproof, £14,000; earthenware, £15,000; cement, £4,000.

British exports to Canada decreased as follows during the three months; Galvanized sheets, £2,000; woollen tissues, £11,000; exports railroads totalled, £2,000; sheets and plates, £36,000; iron bars, £43,000.

The cattle embargo on the ports of Boston and Portland had the effect in spite of the material advance in freight rates, of largely increasing the bookings of transatlantic steamship companies at Montreal of cattle for export during the coming season.

#### Canadian Revenue.

In the revenue returns of the month a similar expansion is apparent. For the nine months ending March 31, the ordinary revenue of the Dominion exceeded ordinary expenditure by \$14,929,156, and all expenditures combined by \$10,055,068. As compared with the same nine months of 1902, there has been a gain of \$5,245,423 in the revenue, while the ordinary expenditure has increased by \$753,950, while the capital expenditure has decreased by \$3,963,363, showing a total improvement in the national finances of \$9,454,836. For the month of March the total revenue was \$3,271,186, or an increase of \$347,788 over March, 1902.

In this place it may be mentioned that the annual financial statement delivered by the honourable the Minister of Finance in the House of Commons on April 16, showed the largest surplus reported since confederation. On consolidated account this surplus was estimated at \$3,000,000, while the surplus over expenditure including capital is placed at \$5,000,000. In the course of his statement the Minister of Fi-

nance proposed a resolution imposing a duty of seven dollars per ton on all iron and steel rail bars or rails imported into Canada, the order to this effect not to be passed until it is determined that steel rails of the best quality, suitable for the use of Canadian railways, are being manufactured in Canada from steel made in Canada in sufficient quantity to meet the requirements of the market. It was also proposed to impose a surtax of one-third of the duty as now fixed on all articles imported from any foreign country which treats imports from Canada less favourably than those from other countries.

The estimates for 1903 presented to the Ontario Legislature call for an expenditure of \$4,537,428 as compared with \$4,004,228 a year ago.

### Domestic Trade.

Weather conditions, which were not wholly favourable, had much to do with domestic trade conditions during April. On the whole, the Easter retail trade was satisfactory in spite of the unfavourable weather which preceded the holiday in many parts of Canada, and the breaking up of the roads which affected the marketing of produce and contracted retail sales in the country districts. The beginning of active operations in the out-door trades, however, stimulated business in the cities, and the outlook for staples, especially in view of the large immigration movement, and the generally favourable conditions of employment is promising. A special feature of the retail trade of the present season is the absence of the speculative buying of staple goods among merchants, in spite of the tendency in this direction usually evident in times of great expansion. This is regarded as largely responsible for the satisfactory record of failures in Canada during the first quarter of the present year, the number of failures being smaller and the amount of defaulted liabilities comparatively light. Thus in

1902 there were 363 failures reported in the quarter, with liabilities of \$3,439,992, while this year the failures number only 288 with liabilities of \$1,754,173. Collections, in spite of local instances of dulness, are reported generally satisfactory in April. The money market showed a tendency to improve during the month with the demand for currency still continuing unprecedentedly large.

In this connection the Canadian chartered banks' statement for March has some features of interest. The note circulation exceeded \$58,250,000, showing an increase of \$5,840,000 over the same month last year and an expansion during the month of \$2,536,000. Public deposits also continued to expand, the total at the close of March being \$406,900,000 over February, and \$362,010,000 over March, 1902. In call loans there was a decrease, though current loans showed an expansion of some \$14,000,000 for the month.

### Notes of the Month.

The Legislative Assemblies of British Columbia and the North-west Territories were opened on April 2 and 17, respectively.

A bill to provide for the construction of municipal power works was introduced in the Legislature of Ontario on April 21.

The necessity of legislation to restrict the erection of factories to certain sections of the city was discussed by the business men of Montreal.

Application for a charter of a company to be known as 'Canada Grocers, Limited,' with a share capital of \$5,000,000 and head offices in Toronto, was made to the Provincial Secretary of Ontario.

It has been estimated that during the past four years at least \$375,000,000 of Canadian capital have been expended in founding new enterprises and in enlarging old ones in order to keep pace with the growth of industry in Canada.

The subject of the frequency of railway wrecks in Canada was discussed in the House of Commons, and it was stated that in the past six months 142 wrecks had occurred in the Dominion involving the loss of 179 lives.

The annual meeting of the Province of Quebec Pulp Wood Association was held at Sherbrooke. It was reported that owing to the price of pulp wood having fallen somewhat production would be decreased about one-third this year.

A disastrous explosion was reported on April 24 in No. 5 level, French slope, reserve mine, operated by the Dominion Coal Co., at Glace Bay, N.S. Four men were killed by the explosion and a fifth badly burned. At the inquest which was held on the following day the verdict of the jurors censured the oversight of the fire boss for not taking proper precautions in allowing the men to go to work in an unsafe level. Another very grave disaster of the month was that reported at Frank, B.C., on April 30, when a rockslide almost totally destroyed the town, causing great loss of life and property.

The Canadian vessel owners organized at Ottawa on April 7, under the title of 'The Dominion Marine Association.' Officers were elected and the City of Kingston was chosen as headquarters of the association. The association had its origin in a meeting of representatives of the Canadian Merchants' Marine called by the Kingston Board of Trade for the purpose of considering the abolition of tonnage dues, inspection fees, canal tolls and other questions of interest to the merchant marine.

The executive of the American Federation of Labour held their annual meeting at Toronto during the month. A large number

of delegates representing many labour organizations of the continent were present. Most of the business dealt with referred to matters of primary concern to the United States, though a considerable portion was of direct interest to Canadian workpeople.

A deputation of manufacturers from Montreal, Toronto, Guelph and other points waited upon members of the Dominion Government on April 27 in reference to a number of industrial questions. It was requested that the Alien Labour Law should be amended so as to admit the entry of workmen from the United States. Views in opposition to the Union Label bill as recently introduced in the Dominion Senate and to the proposal now before Parliament to compel arbitration on the application of one side in labour disputes were also heard. The Minister of Labour replied on behalf of the Government to the deputation promising that the various matters mentioned would receive full consideration.

On the 1st of April a deputation representing the Trades and Labour Congress of Canada waited upon the Provincial Government of Ontario and presented a number of questions in regard to which action on the part of the Government was requested during the present session of the Legislature. The legislation in question was for the protection and convenience of employees on street railways, for a better application of the Factories Act concerning the protection of workmen from machinery and the compulsory installation of fire escapes, for preventing the retention of wages by employers, for the amendment of the health regulations so as to prevent the putting on of three or four thicknesses of paper on walls, and concerning the liability of trades unions to prosecution. The question of prison-made goods was also discussed.

## II. REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the past month has been very active, and the demand has been much in excess of the previous month. The building trades have commenced operations in all departments, and indications are that it will be the greatest of all seasons. Work on the Imperial fortifications have also been begun, and a large body of men are now employed at road and fort construction. The painting trade has also commenced its usual spring activity, and the season will a very busy one. The general market for labour is in a very brisk condition, excepting the printing trade, which has again relaxed, and the outlook for the future is not promising. Commercial activity continues, and all phases of the transportation business continue brisk. The wholesale and retail trades are enjoying a bright season, with good prospects for the future. An increase in the rate of wages paid to painters, which I referred to in my previous report, and which was to take effect May 1, has already been granted, and the men are receiving \$2 per day of nine hours. The former rate was \$10 per week, with a nine hour day. The carpenters are also negotiating for a new scale.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture.*—The season has been backward; cold rains have prevented more than general preparatory work, but the outlook at the end of the month is promising.

*The fishing industry* has been dull, although good catches of herring have been taken during the past month. The indications for the spring mackerel catch are assuring.

*In coal mining* in Nova Scotia there is a steady influx of miners from England and Scotland. A better class of men are now coming from these countries, and are giving satisfaction at various mines in Nova Scotia at which they are locating. Their coming at this time is giving satisfaction to the managers of the various collieries who hitherto have been unable to find sufficient men to manage the output desired. There is still a scarcity of suitable men in coal mining, which will this year require considerably more miners than hitherto. Coal mining developments on an extended plan are being carried on in Guysborough, Hants and Lunenburg counties, and it is reported from those places that there are not sufficient men for the work. In coal mining, the event of most importance during the past month was the passing of legislation for the encouragement of deep coal mining in Nova Scotia, by which the Government of Nova Scotia is authorized to pay one-half the cost of sinking three shafts in different parts of the coal fields of the province to a depth of 2,000 feet. It is expected, as a result of this measure, that the coal fields of Nova Scotia, which are 5,000 square miles in extent, will be developed on new lines, and a great industry built up as a result.

#### CONDITION OF PARTICULAR TRADES.

*Building Trades.*—Bricklayers and masons are now all employed. Carpenters and joiners are enjoying the spring activity, and all are engaged. Lathers and plasterers are busy. Painters, decorators and paperhangers are all employed, with plumbers fairly so. Stone-cutters are all at work. Builders' labourers are almost all engaged.

*Metal, Engineering and Shipbuilding Trades.*—Iron moulders are fully employed, and machinists and engineers report work fairly good. Electrical workers and linemen are fairly well employed. Blacksmiths

and boilermakers report conditions normal. Shipwrights and caulkers are busy, and horseshoers are fairly well employed.

*Woodworking and Furnishing Trades.*—Conditions in this branch are about normal.

*Printing and Allied Trades.*—Pressmen are fairly well employed, but printers find work dull, and many are idle.

*Transport.*—All branches of steamboat and locomotive work continue brisk, and employees of these are busy. Ship labourers and longshoremen are enjoying a good season. Teamsters and expressmen report work fairly good.

*Unskilled labour.*—This class of labour is fairly well employed.

#### DISTRICT NOTES.

*Truro.*—The most important feature in this district during the month has been the increase in pay of the painters from \$1.25 and \$1.50 per day, to \$1.85 per day, with 9 hours per day, instead of 10 hours, to hereafter constitute a day's work.

#### CHARLOTTETOWN, P.E.I., AND DISTRICT.

*Mr. F. J. Nash, correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the month was in a more healthy state than in March, though the advance was not so marked as would naturally be expected, owing to the backward state of the season. In Charlottetown, the starting of work on the Hillborough Bridge and Belfast and Murray Harbour Railway gave employment to several who were idle during the winter. With the opening of summer navigation, commerce took a more active turn, and the banks report business considerably better than the previous month. Some shipments of produce were made, especially towards

the latter end of the month, but the state of the roads during the greater part of the month interfered with shipping. Wholesale and retail trade was brisker than during the previous month. During the session of the legislature a petition was presented embodying a resolution passed at a meeting of the Trades and Labour Council,\* approving of the exemption of the property and plant of the Dominion Packing Company from taxation.

#### CONDITION OF LOCAL INDUSTRIES.

*Agricultural operations* during the month of April were naturally limited on account of the wet condition of the sod, though in some of the drier sections ploughing was started in the latter part of the month.

The *Lobster fishing* season opened on the 20th, and this year a larger number than usual of fishermen are prosecuting the industry. Herring fishing, an important branch during April, began about the middle of the month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Carpenters and joiners found business dull until near the last of the month. Lathers and plasterers were handicapped by the scarcity of laths, and had a poor month. The decorating and paperhanging trades were brisk. Plumbers were fairly busy.

*Metal, engineering and shipbuilding trades.*—Iron moulders, iron workers and helpers were steadily employed. Machinists, engineers and linemen were busy. Blacksmiths had a fair month. Bicycle workers were fairly busy during the first part of the month, but found business better towards the end.

*Woodworking and furnishing trades.*—Woodworkers and upholsterers were fairly active, and coopers were satisfactorily employed.

*Printing and allied trades.*—Printers and bookbinders have been busy.

*Clothing trades.*—Journeyman tailors and boot and shoe workers have been busily employed during the month.

*Food and tobacco preparation.*—Bakers and confectioners, butchers and tobacco workers have found business above the normal.

*Leather trades.*—These trades have enjoyed a good month.

*Miscellaneous.*—Barbers and hotel employees were fairly employed.

*Transport.*—Railway men have had steady employment. Steamboatmen and steamboat firemen, ship labourers and long-shoremen have found work very satisfactory. Teamsters and expressmen have had a very fair month's employment.

#### ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continues to improve and prospects are bright for the coming summer. Building operations are progressing favourably, saw mills are commencing operations, and business generally has an upward tendency. On March 31, the saw mill of the F. E. Sayre Co., was totally destroyed by fire. The building was insured for \$3,000. Work of rebuilding commenced immediately, and it is thought that operations will be resumed about the first of May. Work is rapidly progressing on the new wharf being erected for the city by Mr. D. C. Clark, and it is expected to be finished by the end of April. The contract has also been let to rebuild the Robertson wharf for the Dominion Coal Company, work on which will be commenced at an early date. This company intends to erect large coal pockets on the new wharf. The Union Club is ask-

ing for tenders for the erection of additions to its buildings. On April 17 fire destroyed two large warehouses at St. John, West, burning two C.P.R. cars, and slightly damaging the immigration building. It is thought that larger and more commodious buildings will be erected in their stead. Bank clearing for the four weeks ending April 23rd amounted to \$3,179,999, being \$457,918 in excess of the same period last year, and \$43,976 greater than March of the current year. The opening of river navigation has given an impetus to wholesale and retail trade generally. On March the 30 the hod carriers and mortar men working for B. Mooney & Sons, on J. B. Clark & Sons' new building, Germain street, struck for \$1.60 per day, and their demands were acceded to, \$1.20 was the former rate. Carpenters and joiners received an increased rate of pay on April 1, but one crew had to resort to a strike; it returned to work on the following day under the new schedule, viz,—\$2 per day. Twenty-one men, who were breaking up the stranded steamer *Lake Superior*, went on strike on April 10 for a reduction of hours, they had been working ten hours per day, for \$2 per day, and they wished to have the hours reduced to nine. This was refused, and after remaining out one day, they returned to work under the old conditions, with the exception of two of the men. On April 14 the labourers temporarily employed at the I.C.R. terminal, St. John, struck for an increase of pay. They had been getting 17½c. per hour. The matter was referred for adjustment to Moncton, and on the following day, all but two, returned at 20 cents per hour. Five painters working for Mr. Robert Barbour, struck on April 23, because of the refusal of the firm to discharge an apprentice who was twenty-three years of age. The Painters and Decorators' Union fixes the age limit of an apprentice at twenty-one years. One of the men returned to work the next day, but four others are still out.

## CONDITION OF LOCAL INDUSTRIES.

Farmers along the St. John River expect an early return for their labour. It is thought that the potato and fruit yield will be both early and plentiful.

Fishermen are doing a good business at present in catching gaspereaux; prices have fallen considerably, being sixty cents per hundred, and fifteen per dozen.

In lumbering the prospects for steam driving are excellent, and hundreds of men are on their way to the scene of operations. Wages are somewhat above the average this spring, \$2 per day being paid to good men.

## CONDITION OF PARTICULAR TRADES.

*Building Trades.*—Bricklayers and masons are well employed. Carpenters and joiners, lathers and plasterers are busy. Painters and decorators are very busy, as is always the case as May day approaches. Plumbers, steamfitters and gasfitters report work brisk. They have organized a union, but their charter has not yet arrived. Builders' labourers report having plenty of work.

*Metal, engineering and shipbuilding trades.*—Iron moulders, iron workers and helpers are, generally, well employed. Machinists and engineers are well employed. Electrical workers and linemen report that they are constantly employed. They have organized, and appointed a president and secretary, pro tem. A charter has been applied for. Boilermakers and horseshoers report work plentiful. The latter are going to have a Saturday half holiday during the summer months. They have also formed a union.

*Woodworking and Furnishing trade.*—Woodworkers and shingle weavers continue active.

*Printing and Allied Trades.*—Printers, pressmen and bookbinders still continue busy.

*Clothing trades.*—Journeyman tailors are very busy.

*Food and tobacco preparation.*—Cigar makers report work as being plentiful.

*Miscellaneous.*—Broom and brush makers are very busy. Bartenders report that all their members are in employment.

*Transport.*—Trackmen and freight-handlers have all the work they can attend to. Since the opening of navigation steamboatmen and firemen have been busy getting ready for the coming season's work. Ship labourers report work as being fair. Teamsters and expressmen have plenty of work now, as a great many people are changing their residences.

## District Notes.

*Beersville.*—The Imperial Coal Company has been organized, and proposes to mine on a larger scale than ever during the coming summer.

*Rexon.*—Messrs. J. T. Jardine will rebuild the saw mill destroyed by fire last fall. The new mill will contain all the latest improved machinery for the economical manufacture of every description of lumber.

*Sackville.*—A new wing is to be added to the Ladies' College. The Standard Company intends to enlarge its premises at once, and instal the newest and best machinery, and amalgamate with the boot and shoe factory. This company was formerly the James R. Ayre Co., and manufactured boots and shoes, carriages, harness, &c., employing between 125 and 130 hands.

*St. Stephen.*—Ganong's factory, recently destroyed by fire, is being rebuilt, and work is proceeding rapidly. The factory is working full time, filling spring orders.

*St. Joseph.*—A new oil well was successfully shot at the oil fields a few days ago. All the wells that have been shot and flushed have been capped.

*Spoon Island.*—At the Walton quarries a large number of men are engaged getting out several thousand feet of curbing for St. John.

*Moncton.*—A committee representing the Trades and Labour Congress of Canada, and the Freight-handlers, Unions of Halifax, St. John and Moncton, and the Brotherhood of Carmen of Halifax and Moncton, interviewed General Manager Pottinger and Chief Superintendent Price on April 14. The committee urged that every effort be made to have the wages of truckers advanced to minimum of \$1.50 per day and checkers to a minimum of \$40 per month. The schedule also asked that the salary of first-class checkers be \$55 per month and increases of \$2.50 per month until a maximum of \$60 has been reached; second-class checkers, \$45 minimum and \$55 maximum; third-class, \$40 minimum and \$55 maximum; car cleaners to be paid for overtime; lamp trimmers to receive 14 cents an hour; car cleaners, 13 cents. For car repairs the schedule is for the following wages: first year, 15 cents per hour; after second year, 16 cents; after fourth year, 17 cents; after sixth year, 18 cents; all labourers working at car repairing to be classified as such and to receive 1 cent per hour increase; storemen to be classified as truckers instead of labourers. The schedule also asks that pay be allowed for the ten days known as statutory holidays; overtime to be paid for at the rate of time and one-quarter. After the schedule had been discussed, the manager stated that he would go over the matter very carefully and make a report to the Minister of Railways and promised a reply on May 1. Representatives of the conductors and brakemen met on April 15, in order to hear the report from the general superintendent in regard to a scale of wages submitted a short time ago to the I.C.R. management.

#### QUEBEC, QUE., AND DISTRICT.

*Messrs. P. J. Jobin and Edward Little, correspondents,* report as follows:—

#### GENERAL CONDITIONS OF THE LABOUR MARKET.

Labour in general has been better employed than in March, though the full season of

activity has not yet arrived. A general demand for increases in wages was a feature of the month. On April 4 the labourers employed in excavating for the foundations for the coal discharge plant, made a demand for an increase from \$1.00 to \$1.25 per day. About 80 men were interested in the request, which was granted. On the 9th of the month 12 tanners and curriers in the employ of M. Pouliot requested an increase and quit work for half a day before accepting a compromise. The movement has since extended to the other tanners of the city. Batteauxmen have presented the shippers with a new wage scale representing increases ranging from 20 to 25 per cent. Axemen employed in the shipping booms have also requested an improved wage scale, the increase amounting to 35 per cent. Narrow axemen ask for an increase of from \$1.40 to \$2.00, and broad axemen from \$1.60 to \$2.40 per day. Employees in the Dominion Arsenal on piece were reduced on April 4.

#### CONDITION OF LOCAL INDUSTRIES.

In the agricultural industry, plowing has been general since the beginning of the month.

In *lumbering* men for the drive are in demand.

The new *Ross Riffe* factory commenced operations.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Work has been begun on several new buildings and the demand for labour has been much more active than in March. Bricklayers and masons, and carpenters and joiners have had considerable jobbing. Painters and decorators are all busy. Builders' labourers report operations not fully begun.

*Metal, engineering and shipbuilding trades.*—Boilermakers in some shops were worked for a time to the limit of their capacity. In other shops full time and a full staff are being worked. The finishing of the work

on the S.S. *Iberian* early in the month threw a number of men on the market, though the early opening of navigation on the river has made employment exceptionally brisk in this branch this spring. Electrical workers and linemen have had a fair month's work.

*Printing and allied trades.*—Printers and pressmen had a good month, overtime being worked in several establishments. Bookbinders were busy.

*Clothing trades.*—The Easter holiday affected the clothing trades beneficially. Boot and shoe workers also had a good month.

*Food and tobacco preparations.*—Butchers have been busy. The cigar and tobacco trades were active, nearly all factories having increased the number of their hands.

*Miscellaneous.*—Hotel employees report an active month though the prorogation of the Legislature on Saturday, 26th, caused a falling off in this branch until the opening of the tourist business.

*Transport.*—Steamboat men have been very busy though all of the regular lines have not yet begun running. Ship labourers have commenced work, the first steamer to load being the S.S. *Iberian*.

### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the past month there has been a marked improvement in the demand for labour both at this point and throughout the district. Several new contracts have been signed for buildings, both for residential and business purposes. Most of the carpenters have found work earlier than usual on account of the number of alterations being made to the local stores. There is every indication of a prosperous season ahead for all classes of labour. Amicable relations between employer and employees

continue. Wages in many cases have advanced as much as ten per cent. The wholesale and retail dealers report business good. Banks report one of the best business months. A communication looking to the establishment of an electric railway has been received by the Three Rivers Council, and is under consideration.

#### CONDITION OF PARTICULAR TRADES.

*Building Trades.*—The building trades report a good month with better prospects ahead. Lathers and plasterers are only fairly well employed. Painters, decorators and paperhangers report work and wages good. Plumbers report little doing.

*Metal, engineering and shipbuilding trades.*—Electrical workers are very busy, and have been for some time past, with conditions fairly satisfactory. Blacksmiths have had a good month. The good condition of the roads is giving the bicycle business a good start, and prospects are good for a renewal of former successful seasons in this industry.

*Woodworking and furnishing trades.*—Carriage and wagon makers reported to have had a good business month and prospects are very good.

*Printing and allied trades.*—Printers, &c., report a good month.

*Clothing trades.*—The tailoring trade is very active and prospects for the future are encouraging. The glove factory is very busy at present, and has had a good month.

*Food and tobacco preparation.*—Cigar-makers and tobacco workers report a good business.

### SHERBROOKE, QUE., AND DISTRICT.

*Mr. H. Logie, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET

During the month of April labour has been in good demand, and the prospects are

bright in all branches of trade. The building trade will be especially busy, as there are several large buildings to be erected here this summer, including a city hall, library buildings, and a number of private residences. The machine shops are still pressed with work, and every available inch of space is being utilized in the Jencks' works. The brick yards at Lennoxville and Ascot Corner have begun operations with a full gang of men in each case. The branch of an American concern which will manufacture paper machinery has started work. The woollen and carpet factories are well supplied with orders, and unskilled labour finds ready employment. The Dominion Cotton Co., at Magog, is advertising for help to work in its mills. The retail merchants say that business was somewhat quiet during the month, but with the advent of warmer weather trade will pick up again. The retail hardware stores report business very good, as do also the agricultural implement dealers.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are well on with their spring work, but they complain of the scarcity of labour. At a meeting of the butter and cheese men of the district of St. Francis, held during April, it was decided to establish a board in Sherbrooke, for the sale of butter and cheese. The name of the organization will be the St. Francis Butter and Cheese Board.

The *lumber camps* are broken up, and the men are returning in large numbers to the city, but are not long without employment. Owing to the fall in price of pulpwood the cut this year will not be so large as that of previous years.

The woollen and worsted mills are exceptionally busy.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are fully employed. Carpenters and joiners are in good demand in the city and district.

At North Hatley summer resort, quite a few houses are being erected by American visitors. Painters, decorators and paperhangers are very busy. Plumbers are somewhat slack.

*Metal, engineering and shipbuilding trades.*—The machine shops are rushed with orders, and the Jencks' Machine Co., is still running an overtime and night gang.

*Woodworking and furnishing trades.*—Woodworkers are rushed with some large orders. George Long's shop has been running overtime to enable the firm to fill orders. Carriage and wagon makers are having a good season's work.

*Printing and allied trades.*—All in these trades are well employed.

*Clothing trades.*—There is a good demand for journeymen tailors, and merchant tailors complain of the want of good men.

*Miscellaneous.*—Hotel men report business very good, and laundry work is very brisk.

*Transport.*—Teamsters and expressmen have had a good business during the moving season.

*Unskilled labour.*—Unskilled labour finds steady employment.

#### DISTRICT NOTES.

*Windsor Mills.*—At a meeting of the Papermakers' Association at Windsor Mills, Que., on the 19th instant, the following officers for the coming year were elected: President, J. M. Downing; Vice-Pres., R. Aitkin; Rec. Sec., J. Meehan; Fin. Sec., A. L. Conners.

#### ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During April the labour market showed greater activity than in the preceding month. There was a good demand for labour, particularly for carpenters and joiners, several

buildings being in course of construction. The most important of these was for the St. Hyacinthe Distillery, Packing and Vinegar Company, Limited. The busiest among the factories are the Duclos and Payen tannery and the sash and door factories. There has been no change in the hours of labour. The employees of the stock department in Messrs. Côté & Frère's boot and shoe factory received an increase in salary, varying from \$1 to \$2 per week. There has been no differences between employers and employees, with the exception of an unimportant one at Chali-foux & Son's agricultural implement factory, where five joiners, having demanded an increase in wages, were refused and quit work, finding employment in other factories, the company having at once filled their places.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have made good progress in sowing, and with a few fine days will soon complete this work.

*Manufactures* of all kinds continue prosperous. The Ames & Holden Co., of Montreal, is making extensive repairs to its boot and shoe factory, which will open on May 15. The Canadian Woollen Manufacturing Company, Limited, has sold out to the Penman Manufacturing Co., Limited, of Paris, Ont. Work was suspended from the 22nd to the 27th of the month to permit the latter company to take stock. Work was resumed on the 27th of the month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons report a sufficiency of work towards the close of the month. Carpenters and joiners are very busy but the contractors only offer \$1.25 and \$1.50 per day for competent workmen. Paperhangers and painters are fully occupied and a demand for these craftsmen is anticipated shortly.

*Metal and engineering trades.*—Among this class of workmen generally work has

been sufficient during the month. Blacksmiths and boilermakers have had a very busy month.

*Printing and allied trades.*—Printers and pressmen have had plenty to do.

*Clothing trades.*—Journeyman tailors and garment workers report satisfactory employment, with shops running full time. Boot and shoe workers have had a very slack month.

*Food and tobacco preparation.*—Bakers and confectioners say they have had a satisfactory month. *Cigarmakers* are very busy.

*Tanners and curriers* have had an abundance of work, having heavy orders to fill and everything presages a very busy season.

*Transport.*—Railway employees have been fully occupied. *Carters* report an excellent spring trade.

#### HULL, QUE., AND DISTRICT.

*Mr. Rodolphe Laferrière, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

So far as the trades were concerned, the market was dull in April, but common labour found plenty of work on the opening of the mills. As a whole conditions were not altogether satisfactory, but prospects are very good for the future. Fraser's sawmills at Deschenes will soon be ready for work and will employ about two hundred hands, the cement works in Hull will start construction and many people will find work. Shipping is brisk in lumber and barges are loading at all the docks around the Chaudière one day earlier than last year. There is no likelihood of strikes this spring and wages both in the trades and for common labour are the same as reported last month, except that corporation employees got a raise. The council decided to give 15 cents per hour to labourers, 20 cents per hour to a foreman and 20 cents per hour to a man and horse. The starting of Gilmour's mills in Hull, Ross

mills at Buckingham and McLaren's at Templeton is giving work to hundreds of workpeople. Their average pay is \$1.35.

#### CONDITION OF LOCAL INDUSTRIES.

*Mines*, mostly mica, are being worked more and more every day. The slump in the market is hardly perceptible now. That slump it seems forced the owners to look for a market outside of the United States and the product is for the most part going to supply the Canadian market. The Hull quarries employ about one hundred hands at present and pay from \$1.75 to \$2 per day.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—Painters are kept very busy at \$2 to \$2.40 per day of nine hours. Those belonging to the Ottawa Union are petitioning for an eight-hour day and 30 cents per hour. Construction is dull and only small jobs are going on. The trades are working in Ottawa mainly. The school commissioners intend building a new school in No. 5 Ward.

*Metal, engineering and shipbuilding trades*.—The boat-builders will soon have their idle season, the repairs to the fleet being almost done. Their wages average \$1.75 per day.

#### OTTAWA, ONT., AND DISTRICT.

*Mr. T. W. Quayle, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the month of April there was every indication of renewed activity among the trades, which were more or less idle during the winter. This was particularly true of the building trades, and everything is being got into shape for the season's work. An increase in wages has been arranged for in nearly every branch of the building trades; the increases range from two to four cents an hour. The supply of labour in the

city is not much more than equal to the demand, and should exceptional activity set in there would be a scarcity in some lines. The contractors, however, were disposed to take a somewhat doubtful attitude, not anticipating a busy season. There were very few tenders for buildings called for during April, but it was thought that many intending to build homes were awaiting the arrangement of agreements for the year between contractors and the unions, so as to avoid possible loss and expense by strikes or lockouts. The cost of building will be higher owing to increased wages and a general increase in cost of building material. There was no disturbance in industrial circles excepting that the strike of the Canada Atlantic Railway trackmen, commenced in the last week in March, was still in progress with no sign of yielding on either side. The men went out for \$1.30 a day for section men and \$1.80 for foremen. The company claims that they are not suffering for lack of men, having secured all the help required. The strikers make assertions directly opposite to this. Nearly all the men out have secured work with farmers and others, and as a consequence they are not suffering from idleness. There is only five cents a day difference between the company and the men, but the company refuses to negotiate terms until the men return to work. The assertion is made that the strike was ordered before the General Manager was approached by a committee of the men. The company is employing Italian labour and has put on patrol trains to look after the tracks.

#### CONDITION OF LOCAL INDUSTRIES.

The ironworking trades are all busy, and every first-class mechanic is employed. The employers say that there is no occasion for any good workman being idle. There was no increase of wages in any branches of these trades announced, excepting that four or five stove-plate moulders were given ten cents a day increase, to prevent them accepting offers of positions in Montreal.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—During the month tenders were called for for the Carnegie Public Library and work will be commenced at an early date.

*Woodworking and furnishing trades.*—The woodworking trades were busy during the month; the sash and door factories being busy with orders for the export trade. The supply of this class of labour was not very plentiful, and there may be a scarcity as the season advances. In some of the factories an increase of about 10 per cent. in wages was given voluntarily.

*Clothing trades.*—The tailors' union has signed an agreement for two years, containing a slight increase in the bill of prices, secured by a different classification of fabrics, and allowance for "extras." Owing to the early spring the shops have all been busy, and there was abundance of work.

## KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during the month. As compared with other years, this may be said to be a busy one. There is considerable activity in the building trades, and architects are now calling for tenders for the erection of several new residences and other buildings. On the 27th of the month a number of capitalists waited on the City Council in reference to the construction of a contemplated railway from Loughboro Lake to Kingston, a distance of about ten miles. As the result of prospecting for some time past, in this district, it is proposed to start the manufacturing of cement on a large scale. The parties interested have secured several options, and state that it is their opinion, that there is enough marl in sight from which to manufacture

400 tons daily of cement, for a number of years to come. It is felt that there will be a growing demand for this product, and that the undertaking will be a profitable venture. On account of the rates prevailing on the K. and P. Ry., it is the intention of the promoters to petition the Ontario Legislature to allow them to construct what is to be known as the Kingston and Frontenac Railway. The object in waiting on the City Council was to secure exemption from taxes and possibly a site for the company's terminus and works. It was also desired that the Council would endorse the petition when presented to the Government. A motion was carried by the Council granting the request and endorsing the petition. A petition is also being presented to the Government asking the re-incorporation of the Kingston and Gananoque Electric Railway, which is to run north to Perth, either from Kingston or Gananoque, along the Rideau Canal. This project was started some years ago and temporarily abandoned. The Grand Trunk authorities have decided to raise the overhead bridge at Carrington's Tannery, the scene of a recent disaster, at a cost of \$2,700. This is a matter that has long stood in dispute.

The transportation business in exceedingly brisk. Much shipping is going on, and the various railways are busy transporting freight to New Ontario, Manitoba, and other western points. As the result of representations made to the Dominion Government during the month, the tolls on the Canadian canals will be abolished for two years. This, it is felt, will have a highly beneficial effect on the shipping and transportation interest at this port. Ballasting and general improvement of the K. and P. Ry., has been resumed at Sharbot Lake and other points. A new and double track is being constructed by the Kingston and Portmouth Electric Railway owners. The car sheds are busy preparing the open cars for summer traffic, &c. While there has been

a number of minor disturbances in the labour market during the month, there have not been any changes in the rates of wages or hours of labour. The strikes of the painters and machinists, may be said to remain unchanged since last month, except that the painters are nearly all taking jobs on their own account. A number of Batterymen, stationed here, whose time of service is expiring, are refusing to re-enlist. The ground of complaint is not at the arduous service required, but the small pay, 40 cents per day. Local postmen are complaining of the low rate of wages in view of the high cost of living.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculturists* are extremely busy. The weather is cold and growth, so far, is very slow. The season will be late,

*Manufacturing* is going on briskly.

*Mining* is very active; some heavy machinery has just been imported from the Die Rock Drill Co., of New York, and is being installed at the mica mines at Sydenham, where business is booming.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—These trades are fully occupied, excepting perhaps, the stone-cutters, who report business as being dull this month. A number have left for other places in search of work.

*Metal, engineering and ship-building trades.*—Nearly all branches of the metal trades are busy. Boilermakers report work scarce. Early in the month nine first-class English machinists made application at the Canadian Locomotive works for employment. Four or five were engaged, the balance were recommended to a western firm. The works are reported to have a full complement of machinists for present purposes.

*Woodworking and furnishing trades.*—Woodworkers are fully employed.

*Printing and allied trades.*—These trades are only fairly employed.

*Clothing trades.*—Clothiers report increased and fair trade.

*Miscellaneous.*—Generally speaking, all these trades report business as only fair.

*Leather trades.*—The employees engaged in these trades are not busy.

*Unskilled labour.*—Unskilled labour is in good demand at fair wages, and men are rather scarce.

#### FORMATION OF LABOUR ORGANIZATIONS.

During the month the question of organizing and conducting a co-operative, general or departmental, store in the interest of labour unions, was investigated and reported on by a committee of the Trades and Labour Council. While offers of capital, buildings, &c., were forthcoming in abundance, in view of the friendly attitude of the merchants generally it was decided to let the matter stand in abeyance for the present. The investigation was ordered because it was understood that certain merchants, members of the Employers' Protective Union, were arraying themselves against the union.

#### DISTRICT NOTES.

Cheesemaking in the district promises to be good this season. There are sixty factories represented in the Local Cheese Board, and all of them report the brightest prospects.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month of April has been a most satisfactory one in this district for labour of all kinds. There is plenty of employment and wages are better. Last year labourers were paid \$1.25 per day, this year they are receiving from \$1.35 to \$1.50 per

day. For all kinds of trades there is plenty of work. Special activity is noticed in the building trades. The Deacon Shirt factory is in course of erection. The first sod has been turned for the crection of the Belleville Portland Cement factory buildings. The Belleville Pork factory building will be started shortly, as \$100,000 of stock has been subscribed. Merchants report the month's business ahead of the corresponding month of last year. Banks report an excellent month. The City Council decided to increase the wages of the corporation employees from \$1.25 to \$1.35 per day. There has been no strikes or lockouts during the month, and the relations between employers and employees are cordial at present.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are busy seeding. Owing to fine weather they are ahead with their work compared with last year.

*Fishermen* report good catches. A good deal of fish is being shipped from here to Buffalo.

A large number of men have left this locality for the lumber camps to bring the timber down the rivers. The wages are \$35 and \$40 a month and board, which is higher than has been paid in several years.

Local *manufacturers* report that they have plenty of work on hand.

*Mining* in North Hastings is active. A company has been organized to work the Craig mines on a very extensive scale, and new machinery is being put in. The Delora property will be extensively worked this season. Miners predict that this season will be the best in the history of North Hastings.

One hundred and thirty-five men are engaged in building the spur line from the G. T.R. to the Belleville Portland Cement Company's plant at Point Ann.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—In the building trades the month has been an unusually good one. Bricklayers and masons, carpenters and joiners, lathers and plasterers report an excellent month. Painters and decorators report having all the orders they can attend to, and good prospects ahead. Plumbers, gas and steam-fitters report a good month. Stone-cutters are busy. One firm states that it has all it can attend to for three years to come. Labourers are finding plenty of employment.

*Metal, engineering and shipbuilding trades.*—In the metal, engineering and shipbuilding trades the month has been a good one. Iron moulders report a very favourable month. Machinists have been busy. Metal polishers, buffers, platers and brass workers report the month ahead of the corresponding month of last year. One firm reports that it cannot catch up with its orders, and that it is at present enlarging the plant to increase the output. Shipbuilders and caulkers report a good month, but there is a slackening up at present as they have finished work on the boats, which are now in commission. Sheet metal workers report a good month.

*Woodworking and furnishing trades.*—In the woodworking and furnishing trades the month has been a good one. The woodworkers are very busy and the different factories expect a busy season.

*Printing and allied trades.*—These trades have experienced a busy month, having a larger staff of men employed than for some time.

*Clothing trades.*—Journeymen tailors report a good month. Merchant tailors state that their Easter trade was much better than last year.

*Food and tobacco preparation.*—Bakers and confectioners report a very satisfactory month. Butchers also experienced a good month. Ice cutters were fairly active.

One dealer has contracted to fill the G.T.R. refrigerator cars, which will take almost his entire supply. Cigarmakers report a good month.

*Leather trades.*—With these trades the month has been a good one. Leather workers and saddlers are busy.

*Miscellaneous.*—Barbers report a satisfactory month.

*Transport.*—The transport lines, especially railroad-men, report a falling off in business. The opening of navigation has hurt railway business, but there is a demand for men on the steamers which offsets this.

*Unskilled labour.*—There is a good demand for unskilled labour. There are less idle men in this locality at present than for many years. No man who is willing and able to work need be without employment of some kind.

## TORONTO, ONT., AND DISTRICT.

*Mr. Phillips Thompson, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The situation during the month just closed has been characterized by a number of trade disputes and strikes, principally with the object of securing higher pay. These have generally terminated in favour of the men owing to the fact that labour of all kinds is now so fully employed that employers find it impossible to fill the places of striking workmen. Reports from nearly all branches of industry indicate a continuance of prosperity, with abundance of work, the percentage of men out of employment in any line being very small. There has been a noticeable influx of European, more particularly British immigrants, most of whom have found employment as farm hands, but a number of mechanics and general labourers have remained in the city and obtained work at their respective trades. On the

other hand not a few skilled workmen have crossed the border in search of higher wages than those obtainable in Canada.

### CONDITION OF LOCAL INDUSTRIES.

*Manufacturing industries* of nearly all sorts may be described as exceptionally prosperous, and opportunities for work, speaking generally, plentiful. Many manufacturers allege that they are unable to secure the help they need, although they have advertised freely. Union officials deny that this scarcity exists, excepting in so far as employers are unwilling to pay the wages demanded. They assert that applications made for work to some of these establishments have been refused except at figures which the applicants were not willing to accept. The Canadian Foundry Co. is largely increasing its facilities and has taken on a considerable number of additional hands. They have some extensive contracts, including an order from the Canadian Pacific Railway for 50 new steel bridges.

The building trade, as previously intimated, is active notwithstanding the increased price of labour and materials. The settlements which have been effected with the principal unions obviate the danger which was at one time feared of extensive strikes on May 1. Work on the new railway sheds to be built on the old Government grounds, Front street, will be commenced about July 1. Transportation continues active, but latterly there has been considerable congestion of freight both at the G. T. R. and C. P. R. sheds, and merchants are experiencing much delay in the delivery of their goods. A few days since it was estimated that fully 500 cars were in the sheds waiting to be unloaded.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are all actively employed with the exception of the plumbers, gasfitters and steamfitters, whose busy season does not set in until at

later stage. A number of men in these lines are out of work. Bricklayers are in active demand; they have succeeded in obtaining an increase in their wages to 45 cents per hour. The carpenters demand 35 cents per hour, and a number of the firms have agreed to give them the advance. The painters after a short strike secured 35 cents per hour, those employed on the King Edward hotel receive 40 cents. The plasterers, who demanded 45 cents per hour, have compromised for 43 cents, and plasterers' labourers have secured an increase which gives them 30 cents per hour. A number of plasterers have gone to find employment at St. Louis.

*Metal, engineering and shipbuilding trades.*—Conditions as to these trades have been fully indicated in the foregoing remarks as to manufacturing industries. There is general activity in all these lines. The core-workers, to the number of about 100, have affiliated with the Iron Moulders' Union. The difficulty between the electrical workers and the plumbers, over which had the right to do conduit work, has been decided by the executive of the American Federation of Labour in favour of the electrical workers. The ornamental iron workers have organized a union. Jewellers and silversmiths are busy, some establishments working overtime.

*Wood-working and furnishing trades.*—These trades are all well employed. Cabinet workers have latterly been strengthening their union, and have formulated a demand for a minimum wage of 30 cents per hour with a nine-hour day. At present they receive wages ranging from 25 cents to 27½ cents per hour and work ten hours. The carriage workers are actively discussing the wage question and want to arrange a general wage scale, equalizing rates in all the shops. The picture-frame workers have secured an advance of about 25 per cent on day work and further increases on piece-work. The men have been classified into

two grades, all who have worked over three years being classed as first-class men, and all others as second-class men. Under the new scale the men will receive an average of from \$2.25 to \$2.50 per day. The strike at the establishment of Matthew Bros. was settled satisfactorily on the 27th.

*Printing and allied trades.*—Business is fair, but quite a number of printers are looking for work. Electrotypers are well employed.

*Clothing trades.*—Journeymen tailors are busy. Garment workers in ordinary times consider the present a slack season, but both last year and this work has continued plentiful. It seems as though with the concentration of trade in Toronto, it was getting on a steadier basis, and subject to fewer fluctuations than in the past. Hat and cap makers, another branch of labour which has been greatly extended here of late, also find plenty of employment, and the same may be said of boot and shoe makers.

*Leather trades.*—The strike of leather workers on horse goods, for increased wages was settled on the 5th instant, so far as the establishment of T. Woodbridge, Toronto, was concerned, by an agreement giving the men an all-round rate of \$9 per week. The strike is still on elsewhere.

*Miscellaneous.*—Barbers are discussing the question of the closing of barber shops on public holidays, except when they happen to fall on Saturday or Monday. The busy season for laundry workers has set in, and all are actively employed. Furriers have had a prosperous month, with excellent prospects as business is rushing; the union has largely increased its membership. Concrete pavers are asking for additional 5 cents per hour, they are divided into three classes who receive respectively: 20, 25 and 30 cents per hour.

*Transportation.*—Railway employees in all branches are very busy, except so far as delay is occasioned by the want of facilities for the delivery of freight. The teamsters

about 30 in number, who belong to the Knights of Labour, have joined local 425 of the International Union, which has now a membership of 275. The marine firemen are perfecting their union, which has now a membership of 93.

#### DISTRICT NOTES.

*Toronto Junction.*—The motormen and conductors of the Toronto Suburban Railway, running between the Junction and Weston and Lambton, after being out on strike for one day secured an increase of pay from \$35 to \$40 per month. The Brick Makers' Union has demanded an increase of wages from May 1, which will give day labourers \$2 instead of \$1.50 per day, and considerable increases on piece-work. Carpenters are asking an increase to 35 cents per hour, and builders have so far refused to grant it.

The manufacture of carved woodenware is to be commenced by the Canada Carving Co., in the old Wagner factory.

#### HAMILTON, ONT., AND DISTRICT.

*Mr. S. Landers, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour of all classes is fully employed. Civic and other construction work is already under way, giving employment to all who desire to accept it. Industrial activity is constantly increasing owing to new and enlarged industries. The iron and building trades are perhaps about the busiest. Commercial and financial interests are very active. Shipping by water has again begun. Wholesale and retail trades are very good in most branches. There are general increases in wages in a great many different classes of labour, both skilled and unskilled. There has been considerable unrest in the local labour market, but this was, for the most part, of little importance as to duration,

with the exception of the leather workers on horse goods, who are still out. During the month the Hamilton and Montreal Navigation Company, Limited, with a capital of \$75,000, has been incorporated. The Hamilton Dustless House Cleaning Co., has been incorporated with a capital of \$12,000. The objects of the company are: "To acquire, by purchase, license or otherwise, patents or an interest in patents for certain appliances for removing dust or cleaning by the operation of compressed air and to operate such patents, and to carry on a house-cleaning and renovating business." There was a serious fire at the factory and warehouse of Messrs Fraser & Johnson, harness and saddlery dealers, entailing a loss of about \$10,000. The loss on the civic fuel yard business, conducted during the recent coal strike, was \$1,000.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculturists and fruit farmers* are again very active and employing a number of men.

The *Grand Trunk Railway Co.* has completed the double tracking between Hamilton and St. Catharines.

The *Deering Harvesting Co.* has let contracts for three new buildings and three extensions, the total cost being in the neighbourhood of \$250,000. The new buildings to be erected are a warehouse, knife and bar building and paint building. Those to which extensions are to be added are a forge shop, gray iron foundry and wood-working shop. The warehouse is to be of brick, five stories, and it will be 400 feet by 120 feet. The wood-working shop is to be 200 feet longer than at present, and the extension to the forge building is to be 360 feet and it is to be of steel and brick. The gray iron foundry extension will be a brick and steel structure, and the addition is to be 200 feet. It will have a wing for the core room, 150 feet by 35 feet, and this will be of brick and steel.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Although slightly disturbed by requests for advanced wages, these trades have in no wise been retarded, and all engaged in the various branches are well employed. Bricklayers and masons, carpenters and joiners are active. The carpenters are receiving 30 cents an hour. Painters and decorators are very busy, plumbers are also well employed, the minimum wage is 25 cents an hour. Builders' labourers are very busy, those belonging to the Builders' Labourers' Union are asking for an increase in wages to take effect on May 1.

*Metal, engineering and shipbuilding trades.*—Iron moulders are fairly busy in stove and machinery moulding; the demand for a 10 per cent increase has not been further pressed. Machinists are fairly busy, slight increases have been made in some shops. In one shop a request for night work caused some friction, which is not yet settled. Steam engineers and electrical workers are comparatively busy. Brass workers are fairly well employed, and have formed a union. Stove-mounters and blacksmiths are satisfactorily employed. Structural iron workers are very busy. Sheet metal workers are active, and have received an increase in wages averaging about 12 per cent. Horse-shoers and jewellers are well employed.

*Woodworking trades.*—All of the wood-working trades are fairly well employed, including patternmakers and coopers. Some of the cabinet workers have received an increase and an agreement for a year.

*Printing and allied trades.*—The printing trades in the city are very busy, with book-binders fairly well employed.

*Clothing trades.*—Custom tailors and garment workers are also very busy at present. An independent local union has been formed among the tailor operatives. The longstanding hatters' trouble has been settled and the strike declared off, the basis of settlement has been that the shop in

question, which was formerly a strictly union shop, is now an open one. Boot and shoe workers are fairly busy. The operators at the McPherson factory have asked for an average increase of 10 per cent in wages.

*Food and tobacco preparation.*—Cigar-makers are very busy, and cigar manufacturers are making large shipments. Tobacco workers are well employed, and have received a voluntary increase in wages.

*Leather trades.*—The strike among the leather workers is still on, and a few of the men have secured work elsewhere.

*Transport.*—All railway employees, both steam and electric, are fairly busy. On the Hamilton, Grimsby and Beamsville Electric Railway the motormen are receiving 13 cents an hour, and asked an increase to 15 cents, but were refused; they do not belong to the union. Longshoremen are busily employed, the increase recently asked for was granted. Coal teamsters struck for a raise in wages from \$7.50 to \$8 and received the same. The men were not organized. Employees in three departments of the G. T. R. are demanding more pay. The freight-handlers and baggagemen, who were organized last winter, want 15 cents an hour. Until a short time ago they got 11 cents. The freight-handlers on the G. T. R., C. P. R. and T. H. & B. Railways are all in the same organization, and all are asking for the same rate. The companies have offered them a small increase, which has been refused. Negotiations are still on. A committee representing the trackmen of the G. T. R. is in Montreal, seeking an interview with General Manager Hays. The local men say that they have other grievances besides the pay. The telegraph operators of the G. T. R. have also made demands for more pay.

## DISTRICT NOTES.

*Dundas.*—Labour generally is well employed. Bertram & Sons' machinery and tool works desire a number of skilled hands.

Houses for working-people are rather scarce and rents are going up. The by-law submitted for the loan of \$15,000 to the Pennington manufacturing company was carried by the ratepayers, and operations will soon begin. Woodworking, garment-making, machinery and other trades are all well employed.

*St. Catharines.*—All trades are fairly busy and workmen, generally, well employed. The Municipality has received an additional offer of \$5,000 from Andrew Carnegie, making a total received of \$25,000. The Whitman & Barnes Manufacturing Co. is putting in a number of new machines of modern pattern. This company is engaged in the manufacture of reaping and mowing knives, knife sections and hardware specialties.

*Grimsby.*—Nursery employees asked for an increase of from \$1.25 to \$1.40 per day. A compromise was reached and the employees continued to work.

*Welland.*—The Police Magistrate fined several men whose cases had been previously postponed, \$1.00, for violation of the 'Lord's Day Act' by cutting ice on Sunday.

*Beamsville.*—The strike among the stonecutters at the Beamsville quarries is not yet entirely settled. It is stated that labourers get \$1.75 per day, and stonecutters \$3.00, working all the year round. Some of the men have left town and secured situations elsewhere.

*Thorold.*—The erection of the large brick premises and plant of the Montrose Paper Co. at Thorold, is nearly completed, and the company expects to commence making bond, ledger and letter paper about the first of June this year. The factory has a floor space of about 37,000 square feet, and power is to be obtained from the Welland Canal. This is a new company capitalized at \$125,000.

*Niagara Falls.*—The Niagara Machine and Foundry Co., of Niagara Falls, Ont., is

asking leave to increase its capital from \$10,000 to \$45,000. This firm started about a year ago making heavy iron machines and castings, such as are used by the power companies in the development of electric energy at Niagara Falls, and the demand for its output has increased so greatly that it has to increase the capacity of the works to fill the contracts already in hand.

## BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been well employed during April. The demand for men has been greater than during March or the corresponding month of last year. Building operations exceed the expectations of several months ago, and work, at even this early date, is being held back on account of the scarcity of labour, principally unskilled. In the iron trade the activity which prevailed last month continues, overtime being worked in many of the factories. In the woollen mills new and improved machinery has been installed, and some have been working overtime. The Waterous Engine Works Co. has granted to its machinist apprentices an increase of wages as follows :—40 cents per day the first year; second year, 50 cents; third year, 60 cents; fourth year, 80 cents. The following was the old scale: first year, 40 cents; second year, 45 cents; third year, 52½ cents; fourth year, 63 cents. Harmony between employers and employees has continued throughout the month.

### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have been busy during the latter part of the month. Upon the high lands considerable work has been done, such as ploughing and seeding. Farm labourers continue scarce.

Work on the Grand Valley Electric Railway is being pushed to completion. The

company announces that cars will commence running between Brantford and Paris by the 10th of May. Extensive operations necessary to place Brantford on the main line of the Grand Trunk Railway were resumed early in the month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons, carpenters and joiners have been fully employed. Lathers and plasterers have had a good month, considering the season is early as yet. Painters, decorators and paper-hangers are rushed with work. Plumbers have had a good month, and builders' labourers have been fully occupied.

*Metal, engineering and shipbuilding trades.*—Iron and brass moulders have had plenty of work; the former are in demand. All local coremakers, machinists and steam engineers are working steadily, and many have been working overtime. More first-class machinists are wanted. Linemen, metal polishers, buffers and platers report having steady employment. Machinery and general blacksmiths, boiler-makers, bicycle workers and horseshoers have had a full and very active month.

*Woodworking and furnishing trades.*—Carriage and wagon makers have been working overtime. Pattern-makers and millwrights are very busy. Coopers report a satisfactory month.

*Printing and allied trades.*—All local printers and pressmen have had steady employment.

*Clothing trades.*—Custom tailors have had a very active month, some working overtime.

*Food and tobacco preparation.*—Bakers and confectioners find trade brisk, and butchers have had an average month. Cigar-makers and tobacco workers report having steady employment for all local workers.

*Leather trades.*—Leather workers and saddlers report a brisk spring trade.

*Miscellaneous.*—Barbers, clerks, stenographers and delivery employees have been fully employed. Hotel, restaurant employees and laundry workers report a satisfactory month; the former are in demand.

*Transport.*—Some freight-handlers have been working overtime. Street railway employees have had a full month's work. Teamsters, carters and draymen report having steady employment. Hackmen and cab drivers have been satisfactorily employed.

*Unskilled labour.*—This class of labour finds ready employment, and is hard to secure, even at wages higher than ever offered here.

#### DISTRICT NOTES.

At *Paris* local industries have been running full time. The new plough factory is running with full force. The chief needs, at the present time, are for more labourers and dwelling houses.

#### GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Compared with the preceding month, conditions are about the same, the healthy state of the labour market, from a workingman's standpoint, being maintained. All classes of labour are well employed, and there is a noticeable scarcity of men in the unskilled callings. Employers in the ironworking trades state that they have employment for about 50 men. The building trades are now well started on what may be the best season experienced for years, but there are probably enough men here to do the work. Business in all lines of retail trade has improved with the advance of spring. The city has been advertising for tenders for the construction of the sewerage disposal works, and for about three miles of sewers, but the contracts have not yet been let. The close of the regular

session of the Ontario Agricultural College had meant the dispersal of about 200 regular students, in addition to those taking special courses. Barbers have been granted a minimum rate of \$10 a week, from a former general rate of from \$7 to \$10 a week. The price of hair-cutting was also raised from 15 cents to 20 cents, to take effect on May 1.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have their seeding well under way, but complain of a scarcity of help.

*Manufacturing* in all lines is in a healthy condition. A new stove foundry recently sent a large shipment of stoves to Winnipeg. The company has secured the old Woodyatt property and will shortly double its present staff.

The proposed extension of the street railway system to Puslinch and Hespeler, for which a by-law approving of the city taking preference stock to the amount of \$25,000, was recently passed by a vote of the property owners, has fallen through.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—All employed in these trades expect the coming season to be the best in years, but there are probably sufficient men now for the work in hand. Bricklayers and stonemasons are all steadily employed, and a number of new men have lately been taken on. Carpenters and joiners have had a fair month. The strike reported as starting on March 2 for an increase of the rate to 25 cents an hour has not been declared off, but all the men are either employed by firms who have granted increases or are working for themselves. Stonecutters have been only fairly well employed. Builders' labourers are all employed, with prospects of a scarcity of men.

*Metal, engineering and shipbuilding trades.*—Iron moulders have had a good month. Machinists and their helpers are all steadily

employed. Sheet metal workers have had a very busy month. These trades are affected by the Cream Separator industry, which is brisk at present. There has also been considerable moving around of the men in these lines, with a tendency to higher wages for some jobs.

*Woodworking and furnishing trades.*—Woodworkers are steadily employed, with the exception of those in one shop where there has been a shut down for a portion of the month. Upholsterers are very busy. The new scale reported last month should read, an increase of 25 cents a day to day workers, instead of an increase of 25 per cent to day workers. Carriage and wagon workers are very busy with spring work. Piano and organ workers have all been steadily employed during the month. Coopers are fairly well employed.

*Printing and allied trades.*—Printers have not been as busy as last month, but all find steady employment.

*Clothing trades.*—Journeymen tailors report a good season's trade. Dressmakers and milliners have, also, been very busy with the advance of spring. Women's skirtmakers have been well employed and there is a demand for help in this line.

*Food and tobacco preparation.*—Cigar-makers have had a fair month.

*Miscellaneous.*—Barbers have been granted a new minimum scale of \$10 per week; the former rate was \$7 to \$10. The price of hair cutting goes up on the 1st of May from 15 to 20 cents.

*Transport.*—Teamsters and drivers are all very well employed with a good demand. There have been many changes in this line of employment with a tendency to higher rates of pay.

*Unskilled labour.*—All classes of unskilled labour have been well employed, with a good demand. The new sewer contracts, about to be let, will provide considerable work.

The rate spoken of, as about to be asked, is 18 cents an hour with a 10 hour day. The corporation rate is 15 cents an hour with a 9 hour day.

## STRATFORD, ONT., AND DISTRICT.

*Mr. W. H. Westbrook, Correspondent*  
reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has continued active during the month of April, all departments of trade being kept busy. The building trade was exceptionally so, and a demand was noted for bricklayers, masons and carpenters, while most of the factories and machine shops can find employment for all skilled and unskilled labour offering. A new clothing factory has been established during the month, giving employment to about 15 hands, which number will shortly be greatly increased. Business men agree that this season promises to be one of the best ever experienced. The new biscuit factory will soon be completed, when a large number of girls will be required, as well as skilled male help. The painters in the Grand Trunk Railway shops have been given an increase in wages, all round. The apprentices, numbering upwards of 100, have also been granted an increase, amounting to about 20 per cent. No labour troubles, in the way of strikes or lockouts, have taken place during the month, and there is every prospect of all differences, likely to occur this season being amicably settled.

### CONDITION OF LOCAL INDUSTRIES.

*All farmers*, interviewed are most optimistic regarding the prospects for the coming season's operations. Good prices are easily obtainable for all their produce, and the only complaint heard is in regard to the continued scarcity of suitable help.

The *factories* have orders ahead sufficient to insure a most prosperous year's business.

The New Globe Werniche furniture factory is completed, and the firm is continually adding new machinery, also engaging men as fast as competent ones can be secured. The Grand Trunk shops have the largest number of men now employed that they ever had since the establishment of the shops. The local flour mills continue to be rushed with work. In fact, all factories may be reported as being well supplied with work, and no labour famine can be said to exist in this locality, though the higher wages offered in the larger cities have the effect of taking away a considerable number of the younger men from this district.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are in demand; wages for first-class men are 30 cents per hour. Carpenters are, also, very busy, wages average about 18 cents per hour. Painters and paperhangers report prospects bright, with men in demand; the rates paid are 20 cents an hour. Plumbers report business good. Builders' labourers are all employed at about 14 to 15 cents an hour, 60 hours constituting a week.

*Metal, engineering and shipbuilding trades.*—All the metal trades are quite busy, with moulders scarce. Machinists are all well employed at wages varying from \$1.75 to \$2.30 per day of 10 hours. Blacksmiths, both machinery and carriage, are busy, and the same may be said of boilermakers.

*Woodworking and furnishing trades.*—All employed in the various woodworking factories are exceptionally busy. Good machine men, especially, can find plenty of employment. A demand for boys to learn the furniture-making business has also been noted during the month.

*Printing and allied trades.*—The printing business continues prosperous, and there is a slight demand for men.

*Clothing trades.*—This trade is becoming a most important industry here; the three

establishments are rushed with work, and would welcome additional help. Journey-men tailors are in the middle of their spring work, and all report business to be of the best, many being unable to take orders requiring immediate filling.

*Food and tobacco preparation.*—Bakers and confectioners are all kept busy. Butchers are well pleased with their month's business. Cigarmakers continue to be well employed.

*Miscellaneous.*—Barbers are all employed and kept busy. Clerks, while complaining of long hours, are busy.

*Transport.*—All the men employed in the Grand Trunk Railway traffic department continue to be rushed with work, spare men all making a full month's wages. Cab drivers and draymen are very busy.

*Unskilled labour* is scarce.

#### DISTRICT NOTES.

*Woodstock.*—All the factories continue to be rushed with work. The Karn Organ Company has booked an order for the largest pipe organ ever made in Canada. Boilermakers are reported in demand; one firm has been forced to refuse an order for four large boilers in one week, not being able to secure the necessary help. Harness-makers are also in demand. The Bain Wagon Company is making a \$10,000 addition to its factory.

*St. Marys.*—A bylaw was recently carried by the ratepayers to raise \$20,000 for road improvements, repairs to waterworks and extension of the lighting system.

#### LONDON, ONT., AND DISTRICT.

*Mr. Alex. Woonton, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The opening of spring has caused considerable activity along the lines that depend on summer weather. A number of new build-

ings and factories have been commenced. Excavating work at the new armoury is finished, a large amount of stone has arrived, and actual building operations have commenced. A force of men and teams has been at work cleaning up the streets, which was done by contract this year for the first time. The question of wages has caused considerable anxiety, but in nearly every case the differences were settled without recourse to strikes. The builders' labourers on the 1st April went out on strike for an increase of wages from 20 to 22½ cents per hour; several firms have signed the new scale, but there still remains eight firms (members of the Builders' supply Company) who refuse to sign. The boilermakers and their helpers, employed by E. Leonard & Sons, went out on strike, the boilermakers for an increase of wages for those paid under \$2.25 per day, to \$2.25; and those receiving \$2.25 and over an increase of 10 per cent, and boilermakers' helpers to \$1.50 per day. The strike was settled by the boilermakers receiving \$2.20 per day and upwards, being granted an increase of 10 per cent, and helpers having their wages increased from \$1.15 and \$1.25 to \$1.30 and \$1.40 per day. Bricklayers have received an increase from 37½ to 40 cents per hour, and carpenters an increase of 10 per cent. Lathers an increase from 12½ to 15 cents per bundle, and painters from 22 to 25 cents per hour with Saturday afternoon off. Plumbers are to receive a minimum of 25 cents per hour, graded up to 30 cents. Machinists at Leonard's received 7½ per cent increase on the 1st of April, and a further increase will be granted on July 15, and no overtime to be worked.

#### CONDITION OF LOCAL INDUSTRIES.

The farmers in this district are busy with their spring seeding, and report a scarcity of farm help, caused by the exodus of the young men to the North-west.

The London and South Western Traction Co., is again at work constructing the line

from London to Lambeth, and have a number of men and teams employed.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are finding plenty of employment, and are expecting another good season. Carpenters are in demand. Lathers are not doing much yet, as the houses are not far enough advanced for them. Painters are extra busy, mostly on spring jobbing and house cleaning work. Plumbers report considerable activity in their line. A large number of stonecutters are engaged on the new armony, and already a demand is being felt for them. A number of builders' labourers are not working on account of their strike.

*Metal, engineering and shipbuilding trades.*—Moulders are all working steadily, and several have left to work in a new foundry at Wingham. Machinists are very scarce. Metal polishers and stove mounters are rushed. The blacksmiths at Leonard & Sons received an increase from 5 to 10 cents a day. Boilermakers are exceptionally busy, and are in demand.

*Woodworking and furnishing Trades.*—Carriage and wagon makers report trade as good, and a large amount of goods being shipped to the North-west. Car builders are not as busy as during the winter, but coopers are very well employed.

*Printing and allied trades.*—In the printing trades business has continued fair, and no idle printers are in the city. Work has commenced on the new printing and lithograph establishment being built for Messrs. Lawson & Jones.

*Clothing trades.*—Journeyman tailors are very busy at present, and are working overtime. Garment workers have slackened off somewhat. Boot and shoe workers report work fair.

*Food and tobacco preparation.*—Considerable anxiety has been experienced in the cigar-making trade during the month, caused

by a demand made by the International for a minimum rate of \$7 per thousand on 5 cent goods, to take effect all over the country on the 1st of April, which is an increase of \$1 per thousand in this city. The majority of the shops granted the increase, but one label shop refused and discontinued the use of the label. A new scale of prices for the better class of cigars is under consideration by the union. The trade is a little slack, and will be so until the first day of May, when the hotel licenses are issued, and the hotelkeepers get in their stock.

*Miscellaneous.*—Broom-makers report trade as good.

*Transport.*—Street railway employees have received an increase from  $15\frac{1}{2}$  to 16 cents per hour. This is not final; a further increase is expected.

#### ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The general healthy condition of industry continues unchanged and labour is in good demand. The commencement of outdoor work on an extensive scale is affording employment to all available unskilled workers. The Street Railway is making extensive repairs to its road-bed and equipment, and improvements are also being made on the recently acquired municipal park. The works constitute a large addition to the regular amount of public work. Transportation continues very active, and retail business is firm. A noticeable feature during the month has been the upward tendency of wages. The Street Railway employees' wages have been fixed by the city council at the following rates:—Conductors and motormen for first six months,  $12\frac{1}{2}$  cents per hour; second six months, 13 cents; third six months, 14 cents; and after two years, 15 cents per hour; foremen of car barns  $16\frac{1}{2}$  cents per

hour. Service with the former Street Car Company to be counted in conjunction with service for the city. The former rate was  $12\frac{1}{2}$  cents per hour all round. The M.C.R. voluntarily raised the wages of all men in the mechanical department on April 15th on a basis of 10 per cent increase, averaging from 1 to 2 cents increase per hour more pay. Some exceptional cases of considered merit were raised more. The Bricklayers' Union have agreed to compromise with the employers and will receive a raise from 33 to 36 cents per hour after May 1st.

#### CONDITION OF LOCAL INDUSTRIES.

The *agricultural* industry gives promise of a prosperous year. Farm labourers are scarce and higher wages prevail in consequence, but prices for stock and produce continue firm.

*Manufacturers* report continued favourable conditions with heavy demand for their output. The scarcity of ironworkers has caused an increase in the rates of wages averaging about 10 per cent. The employers state that ample help can be obtained on a basis of competitive rates.

*Railway construction* is active. The output of the local locomotive and car shops is reported to be increased in volume, without any increase in the number of workmen employed, as a result of progressive systematizing in method of shop management.

The local broom, brush and woodware factory reports being seriously handicapped on account of being unable to secure sufficient skilled workers. An effort has been made to import labour, but the current rate of wages was not sufficient inducement to draw workmen from abroad. An effort, also, is being made to train unskilled workers, but the latter method is unsatisfactory to the workers who complain that the piece-work price does not afford the untrained and slow operator sufficient remuneration while learning the trade, in consequence of which

they get discouraged and seek other and more remunerative employment.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Building operations have fairly commenced. Carpenters are more busy than other branches of the trade as a result of much repair work. Bricklayers are fully employed, and painters and decorators are very busy. The advance in price of building material is causing some hesitancy on the part of prospectors, but the outlook is considered fair for a good season.

*Metal, engineering and shipbuilding trades.*—Iron moulders, machinists, boilermakers, blacksmiths and sheet metal workers are busy, and in good demand.

*Woodworking and furnishing trades.*—For woodworkers and car builders conditions continue unchanged, all being steadily employed.

*Printing and allied trades.*—Printers find work steady with conditions unchanged. There exists a good demand for all lines of job work.

*Clothing trades.*—Journeyman tailors report a steady trade.

*Food and tobacco preparation.*—Bakers and confectioners, butchers and cigarmakers report trade as being steady.

*Miscellaneous.*—Broom and brush makers, and woodwork machine hands are in demand at the local factory.

#### CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been better employed during this month than last, and there were no men idle who wished to work. A scarcity of men is reported in almost all branches of trade. Painters and paperhangers are exceptionally busy, there being insufficient men

to meet the requirements of these trades. The same may be said of the metal and engineering trades. The completion of the new flour mills for the Thomas Taylor Co., and other concerns was delayed owing to the scarcity of machinists, moulders and blacksmiths. Activity in many trades is hampered by the lack of men. The wholesale and retail trade is fairly active. Both passenger and freight transportation on the railways is active. The Grand Trunk Railway trackmen received an advance of 10 per cent in wages on the first of the month. No other changes in the rates of wages have been reported in any trade. The labourers employed on corporation work made a request to the city council for a rate of \$1.50 for a nine hour day in place of \$1.65 for ten hours. This the council, on the recommendation of the city engineer, voted down, so that the ten hour day prevails. A mass meeting under the auspices of the Trades and Labour Council was held on the 16th instant, and was addressed by the treasurer of the American Federation of Labour. The mayor presided, and the meeting was addressed by ex-Mayor T. A. Smith and several of the aldermen. There exists no unrest at the present time in the local labour market.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are all busy ploughing and seeding.

*Manufacturing*, generally, is very active.

#### CONDITION OF PARTICULAR TRADES.

*Building trades*.—Bricklayers, masons, carpenters and joiners are all well employed. Painters and paperhangers are rushed with work. Stonecutters and builders' labourers have plenty of work.

*Metal, engineering and shipbuilding trades*.—Gas and steamfitters have about all the work they can handle. All engaged in the metal and engineering trades are exceptionally busy.

*Woodworking and furnishing trades*.—Carriage and wagon-makers, pattern-makers and coopers are all working full time.

*Printing and allied trades*.—Printers, pressmen and bookbinders have all the work they can do.

*Clothing trades*.—Journeyman tailors report an exceptionally busy month.

*Food and tobacco preparation*.—Bakers and confectioners, cigarmakers and tobacco workers report no idle men in those trades.

*Miscellaneous*.—Barbers, clerks, delivery employees and laundry workers are all exceptionally busy.

*Transport*.—All traffic men on the Canadian Pacific Railway, Grand Trunk Railway and P  re Marquette Railway have all had a good month's business.

*Unskilled labour*.—This class of labour is in demand, and the wages are 15 cents and upward per hour.

#### WINDSOR, ONT., AND DISTRICT.

*Mr. D. Mitchell, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Prospects never were better for a big season's trade, than at the present time, especially for the building trades. All classes of work-people have been steadily employed. A large number of contracts have been let for the erection of private residences, to be finished as soon as possible, as houses are very scarce. The real estate agents have between 70 and 100 applications for houses in hand, and have to refuse nearly all. Rents have increased 25 per cent on that account. The Windsor Gas Co. is laying between four and five miles of gas pipe and is giving employment to all the unskilled labour it can secure. Unskilled labour at the present time is very scarce, and to get a labourer is very difficult. There is great activity also among the vessel-men at present on the river front fitting out their

boats for the season's work. The American Wrecking Co. has two tugs and a lighter stationed here under the command of Captain Watts, and its pay-roll in wages runs from \$25,000 to \$30,000 a season. The C. P. R. Co. is running a fleet of boats from Windsor to Fort William this summer, which will make business active on the river front. Wholesale and retail dealers report a splendid month. The carpenters have settled their differences with the Planing Mill Co., and everything is running smoothly. A slight advance in wages has been given to the C. P. R. car repairers.

#### CONDITION OF LOCAL INDUSTRIES.

The *farmers* throughout the district are all busy putting in their spring crops. The fall wheat has wintered well, and the chances look well for a good yield. Radishes are up and look well. Radish growers expect a large crop this season. There are thousands of dollars' worth of radishes shipped from here every spring to places as far west as Chicago. The chief trouble is the scarcity of farm labour.

*Lumber* has advanced in price and some of the lumber merchants are getting some in by rail to meet the demand, until they can get it by boat.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are all active. Bricklayers and masons are all fully employed. Carpenters and joiners are very busy and good joiners are in demand. Lathers and plasterers, painters, paper-hangers and plumbers are rushed with work.

*Metal, engineering and shipbuilding trades.*—General activity prevails in the iron trade here at present, both in the machine shops and bridge works. The employers say that they find it difficult to get men, both skilled and unskilled, one being as hard to get as the other. Wages have increased from 10 to 15 per cent over last

season's rate. Manufacturers have been able to fill their orders, so far, only by working the men overtime. Blacksmiths, sheet metal workers and horseshoers are all fully employed.

*Woodworking and furnishing trades.*—Carriage and wagon-makers report plenty of work. One carriage manufacturer has built a large addition to his works, to enable him to meet his increased trade.

*Printing and allied trades.*—Printers are all fairly employed.

*Clothing trades.*—Journeymen tailors are very busy, and the majority of them are working overtime to get the work out.

*Food and tobacco preparation.*—Bakers, confectioners and butchers are all satisfied with the trade they are doing. Cigarmakers and tobacco workers report a good month's trade.

*Miscellaneous.*—Barbers have done a large month's business; they have raised the price for hair cutting from 15 cents to 25 cents, to take effect on the 4th of May.

*Transport.*—All railway employees are kept busy and most of them are working overtime. Ship labourers and longshoremen are all fully employed since navigation opened. The Teamsters' Union reports plenty of work, and that they have 15 more teams working now than they had a year ago.

*Walkerville.*—This town is in the midst of a building boom and houses are going up all over. A contract was let last week for a memorial church, costing \$65,000, to be built by the Walkers.

#### WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market is decidedly in a better condition this month than last, notwithstanding the tremendous immigration to the province. There has been a great demand

for farm help which has been fully met by the supply sent out from Dominion and provincial immigration halls. The bureaux in connection with these halls have done most excellent work in this direction, the Dominion bureau sending out at times hundreds in a day. The farm help supplied this year has been of a superior kind. Wages have been very good running from \$20 to \$30 per month and board and \$200 with board for eight months being quite a common wage. There are still hundreds of immigrants in the city, for whom no employment has yet been found, and employment agents are doing their best to find work for them. Owing to the breaking up of the lumber camps in the early part of the month, men who have been engaged there have come in by thousands to the city. These numbers, increased by the large influx of immigrants, have flooded the labour market at a time when work was not to be procured. Large numbers of British immigrants are here idle. The greater proportion are desirable men, but being without means and arriving between two seasons, viz., the closing of winter operations and the opening of spring work such as railway construction, &c., the situation is to them very serious. Employment agents, during the last week of April, have sent out several hundreds of labourers on railway construction, and the prospects are that during the month of May there will be a great demand for this class of labour. It is anticipated that before the end of May every available man will find employment. Wages on railway construction are running about \$30 per month and board for the season. Contractors are giving free transportation to and from the work, on condition that the men remain with them until the work is completed. Building operations in the city are beginning to open up very well. There will soon be a brisk demand for both skilled and unskilled labour. There is an agitation at present

amongst several of the mechanics' unions of the building trades, namely, painters, plumbers, carpenters and others for higher wages. These unions have placed their demands before the contractors some time ago, but so far little attention has been given to their demands by the contractors. It is anticipated that an amicable settlement may be arrived at.

The strike of the U.B.R.E. of the C.P.R. is still unsettled and there is no appearance of an agreement being arrived at. The strikers claim that their union is largely a benevolent society. They ask of the railway company that they will not discriminate against them in their efforts to organize. They ask also that discharged employees be reinstated unless sufficient reason be given why they should not, and also in cases of dispute the company will recognize the committee sent from the union with a view to arrange agreements. The Trade and Labour Council of this city has issued a circular letter and sent copies of it to labour unions of Great Britain which sets forth the condition of labour here. The framers of that letter fear an over-supply of labour and ask intending immigrants to make themselves acquainted with the condition of things here before immigrating. There are others who take a more optimistic view of things. In former years the province has had to bring in twenty thousand labourers to reap the harvest. The immigrants arriving here will take the place of these harvesters and their earnings will be spent here.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.* — Rates of wages are as follows: Bricklayers and masons, 55 cts. per hour. Carpenters and joiners ask 35 cts. minimum. Lathers and plasterers ask 40 cts. and 45 cts. Painters, 30 cts. to 35 cts. Plumbers, gas and steamfitters and stone cutters, same rate as bricklayers and masons.

## BRANDON, MAN., AND DISTRICT.

*Mr. S. P. Stringer, Correspondent,* reports as follows:—

## GENERAL CONDITION OF THE LABOUR MARKET.

With the exception of stonemasons and bricklayers, business is fair. In the building trades at present there are very few carpenters and joiners idle, as a large number of frame buildings are in the course of construction, owing to the great demand for houses. Judging from plans, &c., in the office of local architects there will be considerable business done in the building trade this season. It is almost impossible to get dwelling houses, and unless there is a large increase of houses this season, a great many new-comers will suffer great inconvenience. A large number of English immigrants have found employment with farmers at good wages. There is still a large number in the city who have not yet succeeded in finding employment, but no doubt they will as soon as the season fully opens. Several of the factories have started with increased help, owing to the prospects of another good season. The orders received by one local firm for threshing machinery, at present, far exceeds those received for any previous year, and the firm has doubled its staff of employees. Flour mills are very busy, running day and night to keep up with the demand. Considerable activity is evidenced in the manufacturing of building material. Cigar factories and machine shops are exceptionally busy. In the matter of transportation there is a slight falling off in freight business, but passenger traffic is very heavy, owing to the number of new settlers. One local stonecutter company has increased the wages of its experienced hands from \$2.75 to \$3.00 per day. Wholesale and retail trades are reported to be fairly good for the season of the year. The record of immigration from all quarters of the globe to the Canadian West is exceeding all previous

years. The area of Manitoba and the Territories is about three hundred and eighty-four million acres; of which up to the present time, less than seventy-five million acres have been disposed of as homesteads, and by transfer to colonization and railway companies, leaving a balance of about three hundred and ten million acres. After deducting fifty million acres that may be covered with water, there would still be about two hundred and sixty million acres left. Last year had the largest record with regard to homestead entries and sales, about two million acres being disposed of. It will be seen that there is plenty of land for some time to come for the use of Canadian and British settlers.

## CONDITION OF LOCAL INDUSTRIES.

*Railway construction work* has not yet started in this district.

## CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are still idle, with carpenters and joiners fairly well employed. Lathers and plasterers are not fully employed. With painters and decorators trade is slack. Plumbers are busy. Stonecutters are exceptionally busy.

*Metal, engineering and shipbuilding trades.*—Machinists are working full time, and linemen find work plentiful. With blacksmiths trade is rather dull. Boilermakers are working full time, and there is a demand for good men in this line.

*Wookworking and furnishing trades.*—Upholsterers are finding trade somewhat dull. Pattern makers report trade fairly good.

*Printing and allied trades.*—Printers report trade good.

*Clothing trades.*—Journeymen tailors are fully employed.

*Food and tobacco preparation.*—Bakers and confectioners are busy, and cigarmakers and tobacco workers are fairly busy.

*Miscellaneous.*—Trade is very good with barbers. Clerks and stenographers are busy, but no openings are reported. Delivery employees are fully employed. Furriers find employment dull. With laundry workers trade is very good.

*Transport.*—Men engaged in this line of business are not exceptionally busy, with the exception of passenger men.

*Unskilled labour.*—There is a surplus of unskilled labour at present, chiefly newcomers. This no doubt will materially affect the scale of wages this season. Farmers so far find no difficulty in securing all the help they require. From present appearances there will be no lack of farm help in the west this season.

#### DISTRICT NOTES.

*Seeding* is well under way throughout the district. The weather has been very favourable to farmers so far. A large number of farms have changed hands this spring, the former owners retiring from business of agriculture. Building operations will not be as extensive as had been anticipated, owing chiefly to the increased price of building supplies. There is much difficulty experienced in this city, and in all towns as far west as Moosejaw, in accommodating immigrants and other settlers from the United States. Hotels and private houses are unable to accommodate them, but a few weeks may improve the situation.

#### CALGARY, N.W.T., AND DISTRICT.

*Mr. S. D. Milliken, Correspondent*, reports as follows:—

The past month has been very active for labour in all lines, much more work being done than last year. The Methodist Congregation has let the contract for a new church, work upon which has been started. Several new blocks are contemplated, a new hotel is in progress and many old buildings on the main street will be pulled down and

large business blocks built in their stead. Merchants and wholesalers are busy, several houses have to increase their staff. The members of the U. B. of R. E. have gone out on strike again, after having begun work, and are still out awaiting a settlement of their trouble. Lumber in rural villages is scarce, especially seasoned material, and many proposed buildings are still being held back on that account. The hotels are still overtaxed to accommodate the transient trade. The number of settlers coming in still continues in advance of other years and from present indications will continue so. Ranchers are busy and are having a good spring although the grass is backward for need of rain. There is a good demand for ranch hands, especially for handy men and men able to plough and handle cattle and horses. Board has in some instances been raised this spring and cost of living thus increased. Horses are still in great demand and are occupied as soon as completed at rents running from \$12 to \$35 per month.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are busy, especially carpenters, who are making good time. Masons and stonecutters are well employed and are in steady demand. Painters are also busy and report trade good.

*Metal, engineering and shipbuilding trades.*—Blacksmiths and horseshoers are having a good month and are steadily employed at fair wages for good hands. Several boys and young men are employed in this line at smaller wages.

*Printing and allied trades.*—Printers report trade active and are fully employed.

*Food and tobacco preparation.*—Bakers are busy owing to a large demand for food for settlers and others passing through the city. Cigarmakers are also busy.

*Miscellaneous.*—There is a steady demand for hotel help of a good class; also for foundry workers.

*Transport.*—Railway circles are active, all classes being fully employed. With the opening of spring there is a demand for section men and bridge men, and other maintenance-of-way employees.

*Unskilled labour.*—Unskilled labour is still plentiful in the city, but in some smaller towns and country places it is in better demand.

## ROSSLAND, B.C., AND DISTRICT.

*Mr. Roland A. Laird, Correspondent,* reports as follows:—

### DISTRICT NOTES.

Conditions have improved in a very substantial measure throughout the Rossland district and the Kootenays during April. The immediate cause of this has been the settlement of the labour troubles in the coke-producing section of East Kootenay, followed by a resumption of shipments of coal and coke and a revival of activity in smelting and in mining, where the semi-paralysis in smelting had directly affected the mines. Directly and indirectly the coal miners strike had affected not less than 2,500 men, so the importance of the settlement can be readily understood.

The centre of the disturbance was at Fernie, Michel and Morrisey, where extensive workings of the Crow's Nest Coal Company are located. Reports just to hand are that at all three points the mines are making good headway. Michel is averaging 1,000 tons of coal daily and this is to be increased to 1,200 tons forthwith. At Fernie, or the Coal Creek pits adjacent to Fernie, about 800 tons of coal is produced daily with an increase promised at once. Of 424 coke ovens at Fernie, 277 have been started, and more are being fired daily. The Morrisey mines are producing 600 tons of coal daily. At all these points not a hand was turned for some 45 days in February and March. It is stated that eighteen men suspected of

complicity in the disturbance during the last days of the strike at Fernie have left town. This disturbance was repudiated by the unions.

East Kootenay lumber camps are booming, and experienced lumber and sawmill men readily secure permanent employment at top wages. The Kootenays to-day offer special inducements to men trained in lumbering. The industry is expanding by leaps and bounds, in sympathy with the unprecedented influx of settlers in the North-west, and men of this class are in demand.

In the Rossland camp the good results of the restoration of coke supplies have already been felt and the outlook is for enhanced activity on all sides. The Trail smelter is operating three copper furnaces and employing 350 men where only 35 were engaged a month previously. The general manager states that he can utilize a number of trained smeltermen. The War Eagle and Centre Star mines are enabled to ship second-class ore because of the resumption at Trail smelter, and have taken on a few additional men. The Kootenay mine is preparing to ship to Trail, and has taken on a number of machine miners.

Thoroughly experienced teamsters will be in demand here at an early date, at least three mines now preparing to ship ore requiring to team the product to railroad sidings. For this work men handle four-horse teams over mountain roads and must be expert drivers.

In the Slocan district matters have been quieter than ordinary. The annual snow-slides have been descending for a fortnight or more and it is the practice in many mines located at exposed points to close down until the dangerous season has passed. It may be stated that an extraordinarily heavy snow-fall this year increased the danger from slides, and that, despite all precautions, a number of lives were sacrificed in avalanches. At an early date these properties will resume

operations, and if the silver-lead mines are also operated the country will prosper, opening employment for hundreds of skilled miners and mine-labourers.

In the boundary the smelters are rapidly resuming operations and the next few weeks will see conditions restored to normal throughout the broad district. Recent good strikes of high-grade gold ores, particularly in the vicinity of Greenwood, promise to stimulate mining with consequent increases in the demand for labour.

#### NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent*, reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The satisfactory condition of the labour market reported last month still continues, and a demand is still felt for carpenters, machinists, railway men and unskilled labour for construction work. General activity prevails on the river, where preparations are in full operation for the ensuing salmon canning season. Merchants and other business men report trade brisk. Owing to the unsettled state of the miners on Vancouver Island and the stand taken by their employers, the supply of coal at this point is far below the average, and if the circumstances had happened in the winter time there would have been a shortage of coal for domestic purposes. On the recommendation of the special committee on strikes appointed by the Board of Trade, it was decided to suggest to the other coast Boards of Trade and to labour organizations, the advisability of a convention being held composed of delegates from the bodies mentioned above, to meet to consider legislation which would have a tendency to the solution of capital and labour troubles. The C. P. R. strike is still unsettled at this point. Two men have been induced to take the places of strikers in the freight sheds.

##### CONDITION OF LOCAL INDUSTRIES.

The approach of the *salmon fishing* season is once more bringing to the fore the question of the price to be paid by the canners to the fishermen; as yet there has been no conference between the canners and the fishermen regarding the price question, but several attempts have lately been made by both parties to open negotiations.

In the *lumbering* business work is brisk, both in mills and in the bush, a large number of men being employed in taking out logs for mills, and several camps taking out piles for railway construction purposes. A large number of men are employed on the Great Northern branch to Ladner, working night and day to have the work completed in the stipulated time. The contractors for the Westminster, Vancouver and Yukon Railway have five camps established along the line, and the work of clearing the right-of-way is progressing rapidly.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—All branches are fully employed. A demand for carpenters and painters is made.

*Metal, engineering and shipbuilding trades.*—Machinists and moulders report work plentiful, with a few vacancies. Shipwrights and caulkers are all employed on new and repair work. There is at present more work of this description under way than at any time during the past year.

*Woodworking and furnishing trades.*—Car builders report work plentiful with prospects good for all summer. Shingle weavers are all busy. Many of the mills are unable to catch up with their orders owing to the scarcity of sawyers and shortage of shingle bolts.

*Printing and allied trades.*—Printers report work brisk and prospects good for the summer.

*Clothing trade.*—The custom tailors of this city have adopted the union label in their shops, and report work brisk.

*Food and tobacco preparation.*—With cigarmakers work has been somewhat slack during the past month.

*Transport.*—Work on the boats is reported good, a large amount of produce and merchandise being shipped. Street railway employees report work plentiful. Trackmen are laying ten thousand new ties, and the track is being reballasted.

*Unskilled labour.*—A demand for this class of labour is made both here and throughout the district.

#### DISTRICT NOTES.

*Ladner.*—Efforts are now being made to float a joint stock company for the purpose of building and operating a grist-mill for the manufacture of all kinds of cereals. A large amount of stock has already been taken up. The farmers give as a reason for taking this step that they have no control of what price they shall receive for their grain but are dictated to by the wholesalers.

#### VANCOUVER, B. C., AND DISTRICT.

*Mr. G. Bartley, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The outlook previous to the month of April was very bright. Unexpectedly the month opened with a strike in the building trades, which lasted for a week, and temporarily gave business a set-back and made the state of trade very unsettled. Added to this was the strike of the C.P.R. employees, members of the U. B. of R. E., and the teamsters, which had a damaging effect on the local labour situation. Towards the end of the month local business was generally reported as being fairly satisfactory, and in some lines merchants stated that they were

exceptionally busy. The prices of staples in grocery lines are unchanged. Hay is a chief feature in the flour and feed business, fetching \$20 a ton, and is expected to go higher. The strike of the U. B. of R. E. with the C.P.R. is still on, with no signs of a settlement. This involves freight clerks, teamsters, longshoremen, steamshipmen and freight-handlers.

The following is a copy of a document which was signed by the representatives of six unions and Mr. Grant Hall, Assistant Superintendent of the C.P.R. shops:—

"It is understood between the committee representing the unions in Vancouver shops and Grant Hall, Assistant Superintendent of Rolling Stock, that no grievance exists there, consequently the shops are considered fair by this committee; but this resolution in no way establishes a precedent as to any future action that the combined unions may take in C.P.R. shops, applying only to present trouble.

"Any employee ordered out by the committee of the U. B. of R. E. can resume his position, provided he applies before 7 o'clock, April 1st, 1903."

Regarding the foregoing, the Vancouver Trades and Labour Council passed the following resolution:—

"That this Council regards all efforts to replace the men now on strike in the C.P.R. shops in Revelstoke and Vancouver as being unfair, and pronounces all men who take said places as being entitled to the term unfair."

On April 1st over 300 carpenters went out on strike. Their new schedule called for 40 cents an hour and an eight-hour work day, and the recognition of the card system. The Builders' Exchange offered a \$3 minimum, which was the old rate for a nine-hour day. The strike lasted a week, when it was decided the men should go back to work and submit the matter of 20 cents a day difference to arbitration. The board of arbitration gave its decision in favour of the men.

#### CONDITION OF LOCAL INDUSTRIES.

*Fishing.*—Reports from northern rivers, such as the Skeena, Naas, &c., are to the effect that the heavy fall of snow in the mountains the past winter will cause high waters, and consequently big runs of salmon are looked for, and preparations on an exten-

sive scale are being made for the coming pack.

*Building trades.*—The following scale, affecting the builders' labourers, went into effect this month :—

Rule 1. Hours of work.—First five days of the week, eight to constitute a day's work, between the hours of 8 a. m. and 5 p. m. On Saturdays, the sixth day, four hours to be worked between the hours of 8 a. m. and noon, making a total of 44 hours per week.

Rule 2. Wages.—Mortar and cement mixers, also hod carriers, carrying brick, mortar or cement, \$2.75 per day of eight hours. Ordinary labourers (diggers, wheelers, carpenters' helpers, etc.,) \$2.50 per day of eight hours. Rock drillers, \$3 per day of eight hours.

Rule 3. Overtime.—All time work outside the above hours to be classed as overtime, and to be paid at the rate of time and a half.

Rule 4. Pay-day.—Regular pay-days must be at least every two weeks.

Rule 5. Extract from by-laws, section 8, page :—  
"No member of this union will be allowed to make mortar or cement by the barrel, or take a contract to either make or carry by the yard."

Rule 6. Holidays.—The following days will be classed as holidays, and any work done on these days shall be paid for at the rate of double time : All Sundays, New Year's day, Labour day, Thanksgiving day and Christmas day.

All work let previous to this notice will be charged at old scale.

Bricklayers and masons report trade as being fair. Lathers and plasterers report work good. The painters are very busy.

*Metal, engineering and shipbuilding trades.*

—Machinists are fairly busy, but there are plenty of men on the ground to do the work.

*Woodworking and furnishing trades.*—

Shingle weaving mills are busy, but there is not much demand for white labour. Car builders report work being fair. The British Columbia Electric Tram Co. has been employing a number of men on its new cars, but prospects are not bright.

*Printing and allied trades.*—Printers and pressmen in job offices have asked for an eight-hour day instead of nine, without a reduction in the weekly scale, which is \$21. Newspaper work is not particularly busy. There are plenty of men on the ground. A new weekly paper, *The Ozangram*, will appear on May 1st; also a Scandinavian weekly is expected to be published in a couple of weeks. This means about nine

weeklies and four dailies for Vancouver with a population of about 30,000.

*Clothing trade.*—Tailors report trade as being good.

*Food and tobacco preparation.*—With bakers trade is very unsettled and prospects uncertain. Some of the journeymen have gone on strike in sympathy with U. B. of R. E. Cigarmakers report trade poor for the time of the year.

*Miscellaneous.*—Clerks are not in demand and several are idle. A merchant advertised the other day for a young man and received 35 applications.

*Transport.*—Teamsters are all idle on account of the strike. A large number of non-union men are at work and the prospects are unsatisfactory.

*Unskilled labour.*—Street sweepers (civic) have had their wages increased to 20 cents an hour, with a nine-hour day. Their former rate was 18 cents an hour. The ward labourers now receive 25 cents an hour; they formerly received 24 cents.

VICTORIA, B.C., AND DISTRICT.

Mr. J. D. McNiven, Correspondent, reports as follows :—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market is rather unsettled, and the state of trade generally is not as satisfactory as it should be at this time of the year. The building trades are very dull. This is attributed to the advance in the cost of building. The increase is most noticeable in the price of lumber. Carpenters are demanding a higher rate of wages than last year, and contractors have formed an association, and also demand a larger percentage of profits than they have received in previous years. As a result architects had prepared estimates for many buildings which were considered unprofitable to proceed with. In the metal trades wages

have been advanced in some branches, and the hours have been reduced in all. Moulders secured an increase of 25 cents per day and a reduction in hours from 10 to 9. Blacksmiths (in machine shops), machinists and boilermakers were granted a reduction in hours from 10 to 9 without reduction in pay. The trouble between the B. C. Steamshipmen's Society and the Canadian Pacific Navigation Co. is still unsettled. Of the 100 men who went out on strike on March 18, only one has returned to work. The boats of the company are being operated without interruption.

On April 1 carriage blacksmiths and horseshoers went on strike for higher wages and shorter hours. The demands made were for a minimum wage of \$18 per week for firemen, \$15 for floormen and \$12 for carriage helpers, 51 hours to constitute a week. Previous to the strike firemen were getting 30 cents per hour and helpers 20 cents, and were working 56 hours per week. An arrangement satisfactory to the union has been effected with three of the seven firms involved. In the remaining four shops little work has been done during the month.

The coal mines at Extension are still closed down. Two deputations representing the Extension Miners' Union have waited on the president of the Colliery Co. here during the month and requested a conference, but on each occasion they were refused an audience on the ground that they represented a branch of the Western Federation of Miners. The president has positively refused to treat with any committee representing that body, but has stated that he is ready at any time to confer with a committee of his own employees. As a result of the trouble coal has advanced 50 cents per ton, and a much larger quantity than usual is being imported from the United States.

The case of George Estes, president of the United Brotherhood of Railway Employees, who was charged in the police court with attempting to delay the passage of His Ma-

jesty's mails by inciting the crews of the steamers "Charmer" and "Danube" to go on strike, was dismissed on the 6th instant. The case had occupied the attention of the court for over a week.

The executive committee of the Provincial Mining Association met here on the 20th for the purpose of completing the work of organization, and to carry out the instructions of the convention. Sixteen members of the committee were present. The principal object of the meeting was to lay before the government the amendments to the mining laws determined by the association at the recent convention. On the 22nd the committee was met by the entire cabinet and was given a very cordial reception. Each clause of the memorial was taken up and fully explained by members of the committee. Premier Prior and Hon. J. D. Prentice spoke on behalf of the government, and pointed out that while recognizing the importance of the amendments suggested, the government had to bear in mind the question of revenue. They also pointed out that a number of the matters recommended had already been taken up by the government and the others would receive their closest consideration. The interview was of a satisfactory nature.

#### CONDITION OF LOCAL INDUSTRIES.

The B. C. Electric Railway Co. has a gang of between 40 and 50 men employed extending the system and improving the road-bed throughout the city.

#### CONDITION OF PARTICULAR TRADES.<sup>1</sup>

*Building trades.*—The outlook is not so favourable as it was earlier in the season. Owing to the increased cost of building material a number of projected structures have been abandoned, leaving the building trades stagnant. The principal increase is in the cost of lumber. Trade is quiet with brick layers. On the 1st of May the Carpenters' Union will demand \$3.50 for 8 hours. Last

year's rate was \$3 for 8 hours. Not more than half the carpenters in the city are working. Little work is being offered to lathers and plasterers. Painters and decorators are busy and all available hands are employed. Plumbers, stonecutters and builders' labourers report a scarcity of work.

*Metal, engineering and shipbuilding trades.*—On March 1 the scale of wages for iron-moulders was advanced from \$3.25 to \$3.50 per day and the hours were reduced from 10 to 9, but work is reported dull. Machinists continue to be well employed, but are not so busy as they were last month. On March 1 the machinists secured a reduction in hours from 10 to 9, without any reduction in pay. The minimum rate is 33 $\frac{1}{3}$  cents per hour. Electrical workers and linemen report work dull. The carriage blacksmiths and horseshoers are on strike for higher wages and shorter hours. Boiler-makers and their helpers report sufficient work to keep all hands fully employed. On March 1 this branch of trade was granted a reduction in hours from 10 to 9 without reduction in pay.

*Printing and allied trades.*—Printers, pressmen and bookbinders are busy, and there was a demand for printers during the month.

*Clothing trades.*—Journeymen tailors report trade fair and all hands working. Garment workers are very busy getting out orders for the Yukon trade. Considerable overtime was worked in one factory.

*Food and tobacco preparation.*—Bakers are fairly well employed, but trade is dull with cigarmakers.

*Leather trades.*—Harness makers report trade good. Wages have been slightly advanced, but the demand made by the leather workers' union for shorter hours has not been conceded. Ten hours a day still prevails.

*Miscellaneous.*—Clerks and delivery employees are well employed. There was a

demand for clerks in the dry goods line, but the rate of wages offered is low.

*Transport.*—Steamboat men and steamboat firemen are leaving for the north to be ready for the season's work as soon as navigation opens. Street railway employees report plenty of work for all in the service.

*Unskilled labour.*—The congestion has been relieved somewhat; there is still a large number of unemployed.

#### DISTRICT NOTES.

*Chemainus.*—The great demand for lumber has had a stimulating effect on business at this point, the headquarters of the lumbering industry on the Island. The Victoria Lumber & Milling Co. is running the plant night and day, and, besides its foreign shipments, is sending a large amount of lumber into the North-west Territories. The railroad from the head of Oyster Bay into the company's timber limit is rapidly getting into shape. During March and April over 9,000,000 feet of lumber were shipped to foreign ports.

#### NANAIMO, B.C., AND DISTRICT.

*Mr. A. E. H. Spencer, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

While there has been no great activity in the general labour market, the past month has been an improvement on the previous one. In the city civic improvements have commenced though not to any great extent, although a number of men have secured employment, with prospects of improvement. Trade is quiet owing to the unsettled conditions in the district. There is a great deal of unrest in the district, with one important strike on, and another threatened.

#### CONDITION OF LOCAL INDUSTRIES.

In the *lumbering* business activity continues, with prospects for a good summer in

the woods for the production of logs and shingle bolts. There are sufficient men, however, to meet present demands, although experienced woodsmen can obtain ready employment.

In the *coal mining* districts there is an uneasy feeling. The miners in the city have made a satisfactory settlement and are working steadily, but those at Ladysmith are still out on strike or locked out. The miners' committee has interviewed the management twice, but, so far, the owner has refused to meet a committee from the union and the matter stands thus at present. The miners at Cumberland, working for the same company as the striking miners at Ladysmith, have organized a union under the same federation, but are still working. In the *quartz-mining* section of this district there are no new developments, it being rather early in the season to go into the mountains.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—In these trades there is no activity as yet, and the prospects at

present are not very bright. In the painting trade there is the usual spring work, but nothing very pressing going on in the shape of new work.

*Metal, engineering and shipbuilding trades.*

—Blacksmiths and carriage-makers are fairly busy but there is no demand for more men.

*Transport.*—Teamsters and expressmen report business as fair for the time of year but not so good as expected.

*Unskilled labour.*—There is very little demand for unskilled labour.

#### DISTRICT NOTES.

Business at *Ladysmith* is practically dead. There is very little business of any kind going on. The wholesalers in the city have notified the retail dealers that if they sold on credit their supply would be cut off. The smelter is about the only work of any account that is going on. At Cumberland business is in a very uncertain state.

### CONDITIONS IN THE TOBACCO INDUSTRY IN CANADA—REPORT OF THE ROYAL COMMISSION OF INQUIRY.

The report of Judge MacTavish, who was appointed on May 3, 1902, a special commissioner to inquire into the alleged monopolistic contract system stated to be employed by certain companies engaged in the tobacco trade in Canada, was laid by the Solicitor General on the table of the House of Commons on the 15th of the month just past.

#### Appointment and Proceedings of the Commission.

As has been previously described in the *Labour Gazette*\* the Commission of Inquiry

\* A full report of the appointment of the commission, and of the evidence as taken from month to month at the various sessions held by the Commissioner, was published in the issues of the *Labour Gazette* for October, November and December, 1902, at pages 247, 377 and 470 respectively.

into the state of the tobacco trade in Canada had its origin in certain conditions arising out of the operations of an alleged exclusive contract system adopted by the American Tobacco Company of Canada, Limited, the effect of which, it was stated, was to prevent dealers in the class of goods supplied by that company from handling the goods of other manufacturers, thus creating a monopoly which constituted a serious menace to all branches of the industry. The contract mentioned, it may be briefly pointed out, was in the general nature of a refusal on the part of the company to supply certain popular and necessary lines of goods, the manufacture of which was entirely in the hands of the company, to dealers who would not also agree to purchase their supply of native

tobacco from the company's Canadian factory, control of a factory in Canada having been recently acquired by the company. The situation thus created had been a subject of complaint among Canadian manufacturers of tobacco for some time, and it was in direct response to representations made to the government by manufacturers in competition with the American company that the commission of investigation was appointed. Inasmuch, however, as the existence of the alleged combine was stated to affect not only the Canadian manufacturer, but, in the final issue, the Canadian grower of tobacco as well, the scope of the investigation was widened so as to embrace practically all departments of the tobacco industry in Canada. Special attention was accordingly directed by the Commissioner to the following subjects of inquiry:—

1. The existence of the alleged exclusive contracts, and the extent to which they are in force.

2. The effect of such contracts on the tobacco trade of Canada, with reference (a) to the growers of Canadian tobacco; and (b) to the manufacturers of tobacco from Canadian leaf, or from a combination of Canadian and foreign leaf.

A very full investigation was conducted along these lines in the cities of Windsor, London, Hamilton and Toronto, in the Province of Ontario; in the cities of Quebec and Montreal and in the town of Joliette, in the Province of Quebec, and in the city of St. John, in the Province of New Brunswick. Both the American Tobacco Co., of Canada, Limited, the Empire Tobacco Co., Limited, the latter of which is in affiliation with the American company, and the independent companies were represented by counsel. One hundred and nineteen witnesses in all were examined, 102 of whom were called on behalf of the petitioners, and 17 on behalf of the companies.

### The Manufacture of Native Tobacco in Canada.

Before dealing with the evidence taken before the commission on the points above mentioned, the report presents a considerable body of information with regard to the manufacture of Canadian leaf tobacco during the past few years. Statistics are reproduced to show that the tendency has been towards a rapid increase in the quantity of home-grown leaf consumed, the substitution to a considerable extent of the Canadian for the foreign leaf following upon the establishment of factories, and the investment of capital in the industry in the provinces of Ontario and Quebec. Thus, in 1897 there were manufactured in Canada from Canadian leaf 690,141 pounds of tobacco. In 1898 the amount had increased to 1,949,429 pounds, there being none manufactured in either year from combination leaf. In 1901 there were manufactured from Canadian leaf 3,041,687 pounds, together with 1,224,411 pounds from combination leaf. The figures are quoted as showing that the tobacco industry in Canada, both from the point of view of the grower and of the manufacturer, is one of steadily increasing importance.

### Tobacco Growing in Canada.

An interesting statement is also contained in the report as to the culture of tobacco leaf in Canada. This is confined at present to two districts, widely separated geographically and necessitating markedly different treatment in the growing and curing of the leaf. The first of these districts comprises the counties of Essex and Kent in Ontario, where tobacco, known as White Burley leaf used almost exclusively in the manufacture of plug chewing tobacco, is cultivated. The other Canadian tobacco-growing district is in the neighborhood of the town of Joliette in Quebec, where a variety of leaf is produced for use almost exclusively in the manufacture of smoking tobacco.

A no less characteristic difference than that which distinguishes the nature of the product also exists in the arrangements adopted in the two districts named between the grower and manufacturer of the leaf. In the Ontario district the farmers sell their tobacco directly to the manufacturer or his agent, and have always a ready market for their product, the manufacturer being interested in getting the farmer to produce the best quality possible and encouraging the pursuit of scientific methods of growth and cure. In Quebec, on the other hand, the farmer as a rule disposes of his tobacco to a middleman, who retails it to the manufacturer, any surplus stock being sold in the public market or directly to individual consumers. Under this system no special inducement is held out to the farmer to grow and cure his crop in accordance with modern and improved methods.

#### Scope of the Investigation.

Coming to the subject-matter proper of the report, which has to do with the evidence offered as to the effect of the contract system of the American Tobacco Company, the inquiry of the Commissioner, in accordance with the plan outlined above, resolved itself into two branches, one having reference to the manufacture of cigarettes, and the other having reference to the manufacture of Canadian leaf tobacco in Canada. The general nature of the evidence adduced on these points has been already dealt with in the *Labour Gazette*\* and reference need be made in the following only to the comments of the Commissioner as to its particular significance and tendency.

#### The American Tobacco Co.'s Contract.

In proceeding to a careful examination of the evidence offered before the commission in direct relation to the contract of the American Tobacco Company, the incorporation

of the company in September, 1895, and the introduction of the agreement complained of in November of the same year, is described, and the text of that document quoted in full.\* According to the analysis of the Commissioner the main features of the contract are as follows:—

(a.) The selling price is fixed by the manufacturer.

(b.) A commission of two per cent is allowed the consignee on the amount realized from the sale of the cigarettes, the cigarettes remaining the property of the company until sold by the consignee.

(c.) If the consignee handles the cigarettes of the American Tobacco Co. exclusively and complies with the other terms of the agreement, an additional six per cent is allowed in the way of commission on the amount realized from the sale of the cigarettes.

The contract was found to have been entered into between the company and most of the wholesale grocers and jobbers in cigarettes in Ontario, Quebec, Manitoba and the maritime provinces, the cigarettes in question having acquired a popularity with the public that rendered them in almost universal demand in the retail trade. The Commissioner holds it to have been established that the commission of two per cent is not sufficient to compensate the wholesaler for handling the cigarettes in question, and that the extra six per cent earned by handling the goods of the American Tobacco Co. exclusively is needed to ensure a sufficient profit. This, with the additional fact, which was also established, that wholesale merchants are unable to purchase goods from the American Tobacco Co. except under the terms of the contract referred to, is sufficient to account for the circumstance that most of the larger dealers in cigarettes in Canada have entered into

\* See *Labour Gazette* for October, November and December, 1902, pages 247, 377 and 470 respectively.

\*In the *Labour Gazette* for October, 1902, page 248, the more important clauses of this contract will be found in full.

the agreement with the American Tobacco Co. to the exclusion of the sale by them of cigarettes made by other manufacturers.

The statistics of the manufacture of cigarettes in Canada during the past six years show that their number was 106,493,180 in 1897, of which total the output of the American Tobacco Co. was 86,008,500, whereas in 1902 the total manufacture was 137,284,934, to which the output of the American Company contributed 109,437,550.

### **The Contract of the Empire Tobacco Co.**

The above résumé of the report having reference to the contract of the American Tobacco Company represents the result of the investigation of the Commissioner on the subject of the manufacture of cigarettes in Canada. The manufacture of Canadian leaf tobacco in Canada is dealt with in the portion of the report which analyzes the evidence with regard to the contract of the Empire Tobacco Company,\* introduced in 1901, the latter company being a branch of the former concern, and being engaged in the manufacture of tobacco from Canadian grown leaf, whereas the former is more particularly concerned with the trade in cigarettes. The main features of the Empire Tobacco Company's contract, according to Commissioner, are as follows:—

(a.) The selling price is fixed by the manufacturer.

(b.) A rebate of 5 cents per pound is allowed the purchaser if he handles no manufactured tobacco made from Canadian leaf or from a combination of Canadian or foreign leaf other than that manufactured by the Empire Tobacco Company.

The contract differs from the cigarette contract in that the tobacco when sold becomes the property of the purchaser. In other respects, however, the general effect of the agreement is very similar to that of

the American Tobacco Company. For example, it does not pay the wholesale grocers to handle the goods of the Empire Tobacco Company except for the rebate of 5 cents per pound, earned only when the goods of the company are dealt in to the exclusion of the tobaccos of independent manufacturers. The contract has been entered into by nearly all the leading wholesale grocers of Ontario, and by many in the Province of Quebec. These as a rule are satisfied with its provisions. The contract is not in force in the other provinces of the Dominion.

### **Effect of Contracts on Tobacco Growers.**

According to the report, it would appear that the growers of Canadian leaf tobacco have, as yet, suffered no inconvenience or been placed at any disadvantage from the contract system complained of. Prices thus far have been remunerative, and tobacco-growing a paying industry. Apprehension was expressed, however, that if the present system should result in only one buyer of the product remaining in the field, the prices might be regulated by that buyer to the disadvantage of the grower, especially in view of the fact that there is at present no export market for Canadian tobacco-leaf.

### **Effect on Prices.**

No evidence taken by the Commissioner went to show that the price of tobacco had been enhanced to the consumer, or the quality in any way deteriorated as a result of the contracts in question. On the contrary the keen competitive condition at present existing in the tobacco trade in Canada has resulted thus far in the consumer receiving fair value for his money.

### **General Nature and Results of the Contracts.**

The Commissioner finds that in no sense can the terms of these agreements be considered as illegal, and that though their object is undoubtedly to obtain an exclusive and

\* The full text of this contract is quoted in the *Labour Gazette* for October, 1902, page 248.

extensive sale for the products of the companies employing them, the means employed under their provisions do not transgress any statutory enactment or any well settled rule of common law in reference to trade competition. The criminal charge, accordingly, brought against the American Tobacco Company for conspiracy in restraint of trade cannot, according to the Commissioner's report, be considered well founded. It is undoubtedly the case, he states, that the contract system does secure to the two companies the exclusive enjoyment of facilities which should be common to all, inasmuch as it restricts the opportunities of other manufacturers to reach retail dealers except by direct communication. The manufacturer, as the Commissioner points out, who is unable to avail himself of the wholesale trade is compelled to incur a considerably greater cost in distributing his goods, the extra price at which he may be able to sell direct to the retailer not being sufficient to reimburse him for the cost of additional travellers, agents, clerks, and other important items of expense. Similar contracts, however, were found to be in use in other lines of business, but were not investigated by the Commissioner because of not coming within the scope of the inquiry.

#### **The Massachusetts Law.**

In the Order in Council, under which the commission of investigation was appointed, a statement was referred to as having been made by the Canadian manufacturers to the effect that a monopoly which the American Tobacco Company had attempted to establish in the state of Massachusetts had been destroyed under the operation of a statute of that commonwealth. The Commissioner, in consequence, made personal inquiries as to the working of the statute in question and found that, in so far as could

be ascertained, no prosecutions had ever been undertaken under the Act, and that the Appellate Court of that State had had, in consequence, no opportunity of interpreting its provisions. The Commissioner is of the opinion, accordingly, that the terms of this law, even if adopted in Canada, would not afford the petitioners the relief asked for.

#### **Findings of the Commissioner.**

Summing up in brief form the result of his investigations, the Commissioner finds:—

1. That the contract system complained of by the petitioners does in fact exist, and is in general use in the cigarette and tobacco trade in Canada.
2. That the provisions of the contracts in question are not illegal either under the common law or under any statutory law heretofore enacted by the Parliament of Canada.
3. That the manufacturers of cigarettes and of Canadian tobacco, other than the American and Empire Tobacco Companies, are at a disadvantage in the distribution of their goods and in the prosecution of their business generally by reason of such contract system.

#### **Consideration of Parliament Recommended.**

To the opinion of the Commissioner, as thus recorded, a recommendation is appended to the effect that 'the extent to which legislative control over the freedom of contract should be exercised, and how far the rules of trade can be interfered with by statutory enactments without injury to the public interest, are questions of policy that should be taken into the consideration of parliament.'

## TRADES AND LABOUR CONGRESS, INTERVIEW WITH THE DOMINION GOVERNMENT.

On the 6th of April a deputation of the Trades and Labour Congress of Canada waited upon the Prime Minister and the Ministers of Labour and Railways and submitted for the consideration of the Government the following resolutions:—

### Proposed Anti-contract Labour Bill.

The scope and operation of the present Alien Labour Act was the first subject introduced for discussion. The three leading provisions of the bill as submitted were as follows:—

1. From and after the passing of this Act it shall be unlawful for any person, company, partnership or corporation, in any manner to prepay the transportation, or in any way to assist or encourage the importation or immigration into Canada of any person who resides out of Canada, under contract or agreement parole or special, express or implied, made previous to the importation or immigration of such person to perform labour or service in Canada.

2. All contracts or agreements, express or implied, parole or special, hereafter made by and between any person, company, partnership or corporation, and any person who resides out of Canada, to perform labour or service or having reference to the performance of labour or service by any person in Canada, previous to the importation or immigration of the person whose labour or service is contracted for shall, be void and of no effect.

3. It shall be deemed a violation of this Act for any person, partnership, company or corporation to assist or encourage the importation or immigration into Canada of any person who resides out of Canada, by promise of employment through advertisements printed or published out of Canada; and any such person coming to Canada in consequence of such an advertisement shall be treated as coming under a contract as contemplated by this Act, and the penalties by this Act imposed shall be applicable in such case: Provided, that this section shall not apply to skilled labour not obtainable in Canada, as provided for by section six of this Act.

Certain exceptions to the operation of these provisions were included, skilled mechanics for new industries, domestic servants and immigrants, being named as not falling under its provisions. A number of amendments relating to the enforcement of the Act were also proposed. Of the latter one suggestion was that the administration of the Act should be placed in the hands of the Minister of Labour. The clause to this effect was as follows:

1. 'The Minister of Labour, in case he shall be satisfied that an immigrant has been allowed to land in Canada contrary to the provisions of the Act, may at any time cause such immigrant to be taken into custody

and returned to the country whence he came, at the expense of the owner of the importing vessel, or of the person, partnership, company or corporation violating the provisions of this Act.

2. 'The Minister of Labour shall depute an officer whose duties it shall be, upon complaint made to him that the provisions or any of the provisions of this Act are being or have been violated, to make immediate inquiry into the facts, and to satisfy himself by sworn testimony or by such other means as he may in his discretion deem advisable, of the truth or falsity of the complaint, and upon so satisfying himself, such officer shall at once report the facts to the said Minister.

3. 'If the report of such officer be that this Act has been or is being violated, the Minister of Labour shall have power, notwithstanding any other remedy provided by this Act, to cause such immigrant to be taken into custody and returned to the country whence he came, as provided in subsection one of this section.'

### Amendments to the Conciliation Act.

A number of amendments to the Conciliation Act were suggested. It was proposed that in case of an industrial dispute it should be obligatory on the Minister of Labour to appoint a conciliator or a board of conciliation, whether or not an application to that effect had been received from the employers or workmen interested. It was also suggested that arbitration should be conceded at the demand of either party to the difference, and not simply on the application of both parties as at present. The following addition to section 5 of the present Act was recommended:—

It shall be the duty of the arbitrator to take evidence under oath regarding the matter in dispute and after having carefully considered the facts, to render a decision indicating a fair basis of settlement, a copy of which shall be presented to the parties to the dispute and he shall also cause its publication in the *Labour Gazette*.

### Resolutions presented.

The following is a verbatim list of the various resolutions introduced by the deputation:—

Whereas the Indians at Cowichan, B.C., form an industrious and progressive community of farmer and fishermen; and, whereas said Indians affirm that their lands have been encroached upon by white settlers thus leaving them without sufficient accommodation for their horses and cattle, and at the same time enable them to grow necessary food for themselves and their stock; and, whereas the Cowichan Union—which is composed entirely of Indians—requests this Congress to assist them in seeking relief from the cause of their grievances, which for some years has caused a spirit of unrest among them

Therefore, be it resolved, that this Trades and Labour Congress respectfully requests the Dominion Government to appoint a Commission who shall hear the Indians, make a full inquiry into the cause of their troubles, and report to the aforesaid Dominion Government.

Resolved, that as the Honourable Mr. Blair, Minister of Railways, has proposed an amended Railway Act to come before the next session of the Parliament of the Dominion, that it is the sense of this Trades and Labour Congress of Canada that there should be proper safety appliance laws incorporated in said Act to compel all railway companies to put air brakes on all cars and engines; automatic couplers on all engines, tenders and cars, proper ladders on cars, ends and sides, that couplers be of uniform height and such other safety appliances as will insure, to a greater extent, the lives of railway men.

We the letter carriers of the Dominion of Canada respectfully request the Hon. Postmaster to recommend, and the Dominion Parliament to grant, that the salary of all carriers under the Civil Service Act of 1882-85 be increased to \$65 per month. Provisional allowance not included.

We further respectfully request that bill No. 106 be so amended that pay be allowed for seven days a week, and that in all cases of *bona fide* sickness or accident, pay be allowed for same on presentation of a medical certificate to the department; and that a more liberal interpretation be given to the reduction clause of the bill.

We further submit for your most favourable consideration the fact that owing to the general increase of population in the several cities of our Dominion during recent years, that the cost of living has very materially increased and is still increasing.

That wages in all other branches of labour have largely advanced. This is evidenced by the action of the several municipalities in largely increasing the salary of their employees in the past, and especially so during the year 1902.

That whereas mechanics and labourers directly employed by the Government of Canada and the various provinces are only paid their wages monthly, and that by this system the class of workmen referred to suffers much injustice as well as loss; be it resolved, that the Executive be instructed to bring this subject to the immediate attention of the Government, with the request that the several departments be directed to pay the wages of the said employees every week.

Whereas, the Manufacturers' Association has declared its intention to seek an increase in the tariff, and, whereas the injury and oppression of industry comes not from the various industries offering to exchange riches for riches, but from the extortions to which labour is subjected by the holders of the land, the forests, the mines and other natural opportunities; therefore, this Congress would condemn any increase in the tariff, and would urge that taxes be removed

as soon as possible to those values which now enable non-production to impoverish industry.

Resolved, that it be an instruction to the incoming Executive Committee of the Provinces in which the Intercolonial Railway of Canada operates to use every effort to have the wages of Truckers advanced to the minimum of \$1.50 per day, and Checkers to the minimum of \$40 per month.

Resolved, that it be an instruction to the incoming Executive to urge upon the Dominion Government the justice of paying all Government employees for holidays, when the departments are closed down by order of the Government.

That whereas the strike of machinists in the Kingston Locomotive Works was brought about by the unfair attitude of the company in promoting handy-men to positions that should be filled by machinists, and since the inauguration of the strike the company has imported machinists from Scotland to the detriment of the workmen of this country; and further, this company has used the agents of the Dominion Government to induce others to come to this country for the purpose of filling the places of the strikers; and whereas this company has persistently refused all fair offers made by its former employees toward an amicable settlement of the matter in dispute; and whereas this company receives from the Dominion Government large orders for the goods of its manufacture and at prices of practically its own making, and much above what the goods could be procured for in other countries, where a higher rate of wages is paid than here; and whereas the courts of this country have been used in an attempt to force its old employees back to work; therefore be it resolved, that this Congress herewith places itself on record and calls upon the Dominion Government, through the proper Minister, to see that goods needed for the use of and paid for by the people of this country be purchased from companies that give due regard to Canadian workmen.

That it be brought to the notice of the Dominion Government that the Longshoremen's International Union, being composed of *bona fide* citizens of St. John, N.B., is being discriminated against in the loading and unloading of subsidized steamers, and that this Congress protests against this treatment.

That it be an instruction to the Executive Committee of the Congress to make renewed efforts with a view of having all union labels legally registered by the Dominion Government.

### Reply of the Minister of Labour.

Sir William Mulock, on behalf of the Government stated that the subjects referred to would receive careful consideration.

## THE COST OF LIVING IN CANADA.\*

### I. Retail Prices of Provisions.

Published herewith is a series of statistical tables on the cost of living in Canada, which constitute a part of the results of a

It has been decided to hold over the article on the comparison of the cost of living in Canada and the United States, which in the last issue of the *Labour Gazette* was announced for publication in the present number, until after the tables on cost of living in Canada have been published.—ED.

special investigation by the Department of Labour into this subject.†

The tables relate to the retail prices of provisions, and have been compiled so as to afford a convenient basis of comparison between prices obtaining in the several pro-

† For an account of the nature and extent of this investigation and the methods by which it was conducted, see article in the April number of the *Labour Gazette*, page 778 on *The Cost of Living in Canada*.

## THE COST OF LIVING

## I.—RETAIL PRICES

Locality.	Reference No.	ARTICLES.												Ham, smoked, per lb.
		Beef.				Veal.			Mutton.			Pork.		
		Per Lb.				Per Lb.			Per Lb.			Per Lb.		
		Roasting.	Soup.	Rump Steak.	Corned.	Forequarter.	Hindquarter.	Cutlets.	Forequarter.	Leg.	Chops.	Fresh.	Salted.	
NOVA SCOTIA.														
GROUP A.—LOCALITIES WITH A														
Halifax .....		12-14	8-10	15	9	12	12	15	10	12	15	13	13	15
" .....	11	15-18	4-6	15-18	9-10	5-7	8-12	15-17	7-8	10-14	12-15	10-12	10-12	15-16
" .....	12	12-15	4-6	12-15	8-10	6-8	10	15	8-10	15	15	12	10-12	14-15
" .....	13	10-15	3-5	12-15	8-10	6-7	8-10	15-20	8-12	12-17	12-17	10-12	10-12	14-15
" .....	14	15	4	12	9	7	10	12½	10	14	13	10½-12	10-12	12½-13½
GROUP B.—LOCALITIES WITH A														
Glace Bay.....	6	10-14	8-10	14-16	9-10	10	12	14	10-12	14	16	14	14	17
" .....	7	14	4	15-16	10	8	10	12	10-12	12-14	14-15	14-16	14	17-18
" .....	8	9-12	6-8	12-16	8-10	5-8	6-9	8-10	7-10	10-12	10-12	9-12	9-12	14-16
" .....	9	10-12	.....	12-16	10	8	10	12	8-10	10-12	10-12	12-14	12	17
Springhill.....	21	8-11	7-8	13-14	7-8	7	10	10	9-10	10-15	12	12-14	12-14	16-17
Sydney.....	22	10-15	4	14-15	7-8	8-10	10-11	10-12	8-10	9-11	10-12	12-14	10-12	16
Truro.....	24	10	3	12½	8	6	8	15	8	12½	15	12	14	14
Yarmouth.....	27	11	5	14	8	9	11	12	8	12	12	10	12	15
GROUP C.—LOCALITIES WITH A														
Amherst .....	1	11-13	4-5	14-16	7-8	7-9	10-12	14	8-15	11-14	14-16	12	12	17-18
Bridgewater...	2	12	4-7	12	9	.....	.....	.....	10	12	12	12	14	18
Canso .....	3	12-15	8	18	10	8	12	15	10	12	12	15	18	18
Digby.....	4	10	3-4	14	8	5	12	13	5	10	12	11	13	15
" .....	5	8-13	2-6	14	8-10	4-7	8-12	11	7	11	12	8-12	8-14	12-16
Guysboro'.....	10	8-12	2½-3	10-16	5-6	5	7	10	5-12	7-14	10-14	10-12	10-15	15-16
Liverpool.....	15	10-12	5	12-15	10	8	10	15	8-10	10-14	15	12-15	15	18
Lower Stew-														
iacke.....	16	10-12	3-4	10-12	7-8	5-6	10	10	6-10	8-15	8-15	12	13	15
Lunenburg....	17	10-12	6-7	12	10	5-6	7	10	6-7	7-10	10-12	12-14	12-14	15
North Sydney.	18	10-12	5	15	8-9	7-8	8-10	10	7-10	10-12	12	12-14	14	18
" .....	19	10-12	8	15	9	8	9	15	9	10-12	12-15	10-12	14	16
Pictou .....	20	10-13	8-10	12-18	8-10	6-7	8-9	10-12	8-10	10-12	10-12	13	12-13	15
Sydney Mines.	23	10-12	2-3	8-11	6-8	6-7	8	8	9-10	8-11	9-10	10	10	16
Whitney Pier.	26	10-12	5-7	12-14	8-10	7	8	9	8-9	10-11	9-10	12	13	15
Windsor.....	25	12-14	4-5	15	8-10	7	9-10	12	8	12	12	12	13	15-16

NEW  
BRUNSWICK.

## GROUP A.—LOCALITIES WITH A

St. John.....	1	8-16	4	14	9	6	12	15	7	12	14	12	13	16
" .....	2	8-16	3-6	10-14	8-9	4-5	6-10	12	6-9	10-14	12-15	8½	12-14	12-15
" * .....	1	10-18	3-10	14-18	8-10	7-9	10-12	14-16	7-8	12-14	14	12	14	16
" .....	3	16	3	14	10	7	11	16	6	12	12	12	12	14
" .....	4	8-14	3	12-14	8	5	8-12	10-16	5-12	10-15	10-14	12	12	16-18
" .....	5	18	4	15	10	5	12	16	6	15	16	14	14	16
" .....	6	12-16	5	12-16	8-10	7-8	12-15	14-15	8-12	12-16	12-18	12-15	12	14-16

\*Choice goods.

IN CANADA.  
OF PROVISIONS.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series D., No. 1.

## ARTICLES.

Bacon.		Sausages, per lb.	Lard.		Butter.		Cheese, per lb.	Eggs.		Milk, per quart.	Bread.			Potatoes, per bush.	Turnips, per bush.
Per Lb.			Per Lb.		Per Lb.			Per Doz.							
Smoked.	Green.		Pure.	Compound.	Dairy.	Creamery.		Tub.	Fresh.		Packed.	White.	By Loaf.		

## POPULATION OF 10,000 AND OVER.

[illegible]

## POPULATION OF FROM 5,000 TO 10,000.

14	15	15	25	20-25	8	5	5	60-150	25-50						
16-17	12-15	15	23-25	27	23	17	25	22-27	5	5	60-80	60			
12-14	11-14	10-13	12-15	12-13	20-25	25-28	18-20	14-15	20-25	17-23	8	5	6	40-70	50-60
15	13	15	15	12	25	27	22	16	12-28	24	8	5	4	40-75	30-50
16-17	15-19	14	15	20-25	27	22	14-15	20-27	16-22	7-8	6	6	40-60	40-60	
15	12	10-12	12-16	12	23	27	22	14-15	20-27	16-22	7-8	6	6	40-80	40
15	12½	12½	15	12	20	22	18	16	20	18	5	6	6	55	30
15	11	14	12	20	24	22	13	15	10	5	8	8	50	22	

## POPULATION OF LESS THAN 5,000.

[illegible]

## POPULATION OF 10,000 AND OVER.

[illegible]

## THE COST OF LIVING

## I.—RETAIL PRICE

Locality.	Reference No.	ARTICLES.												Ham, smoked, per lb.
		Beef.				Veal.			Mutton.			Pork.		
		Per Lb.				Per Lb.			Per Lb.			Per Lb.		
		Roasting.	Soup.	Rump Steak.	Corned.	Forequarter.	Hindquarter.	Cutlets.	Forequarter.	Leg.	Salted.	Fresh.	Salted.	
PRINCE EDWARD ISLAND.														
GROUP A—LOCALITIES WITH A														
Charlottetown.	...	12-14	5	12-14	10	5	8-10	12	8-10	10-12	12	12	10-12	14
QUEBEC.														
GROUP A.—WITH A POPULATION														
Hull.	...	10-12	7-8	12	6-7	5-6	8-9	7	9	10	10	12	12	14
"	34	8-12	6-9	10-12½	10	4-8	7-12	8-10	6-10	8-12	10-12½	11-13	11-13	14-15
"	35	8-12	6-10	10-12½	...	6-8	8-10	10-12	6-8	10-12	10-12	10-12	...	14-15
"	36	8-12	6-9	10-15	9-12	7-8	9-10	12-12½	7-10	9-12	10-12	11-13	11-13	13-15
"	37	10-12	7-8	...	...	8	10	...	8	12	12	12	12	14
Montreal.	47	12-15	7-8	12-15	10	8-12	10-15	15	8-12	10-15	10-12	13	12	14-15
* "	48	14	6	12	8	6	11	15	7	12	12	12½	12½	14
"	49	10	3-5	9-12	8	5	7-10	12-15	6-8	10-12	10-12	12	12	13
"	50	8-10	6	10-12	8	7-8	10	12	9-10	12-17	12-17	11-12	12	17
"	51	10-15	5-9	12½	10	5-8	10-12	12½-15	9	15	10-12½	12-15	14	15
Quebec.	...	11-15	7-9	13-17	10-11	9-10	10-11	12	7-9	8-10	10-14	9-12	11-13	15-17
"	53a	8-12	4-7	10-15	8-12	5-8	8-12	8-12	6-10	8-10	10-12	10-12	10-12	12-15
"	53b	12-15	5	12-15	10-12	6-10	12	12-15	8-10	10	12	10	12	15
"	54	12	8	12	10	8	10	12	8	10-15	12-20	12	12	15-17
"	55	10	7-8	10-12	9	5-10	10	10-15	6-8	8-10	10	10-12	10	12-14
"	56	10	8-9	10-12	10	7-10	10	10-15	7-8	8-10	10	11-12	12-13	13-15
"	57	...	...	...	...	...	...	...	...	...	...	11	12	12
"	58	12	5-8	12	10	10	12	12	10	12	12	10-12	10-12	14
† "	59	10-12	8-9	12	8-10	7-10	8-12	8-12	7-10	8-12	8-10	10-12	12	13-14
"	60	8-10	8-10	12	10	8-12	10-15	8-12	8-12	9-12	10-12	10-12	11-12	13-14
Ste. Cunegonde	72	12	7	12½	10	8-10	12-18	12-18	7	12-15	12-15	13	12	15
St. Henry.	74	7-10	3-7	10-12	...	5-7	8-10	...	...	...	...	11-12	12	15-16
St. Louis, Mile End	81	12-15	7-8	12-15	10	7-10	8-15	10-15	6-10	10-12	10-15	12-14	12-14	15
"	82	12	8	13	10	7	11	...	10	14	13	12	11	15
"	83	7-12	5-8	9-12	8-10	7	10	10	8	12	10	12	12	15
+	84	10-15	6-8	10-15	6-8	6-10	8-12	12-15	6-12	8-15	10-15	11-13	10-12	14-15
"	85	12-18	7-10	10-17	8-12	6-10	10-13	12-15	6-10	10-15	12-15	13-15	12-13	17-18
"	86	10-25	5-8	10-15	7-10	5-10	8-12	12½	6-10	10-15	10-15	9-14	9-14	13-17
Sherbrooke.	...	8-12½	3-5	12½	8	6-8	10-12	12½	8	12½	12½	10-12½	13	15
"	100	12½	4	12½	10	10	12	...	10	12½	12½	10	13	15
"	101	10-12½	3-5	12½	8	6	10	12½	8	10	12½	10-12½	13	15
GROUP B.—POPULATION														
Lévis.	41	10-12	8-10	8-10	8-10	15	15	11	8-12	8-12	8-12	11	11	15
"	42	12	8	12	10	6	10	10	8	12	12	12	12	17
Three Rivers.	...	8-15	6-10	8-15	10-12	7-10	6-9	7-10	8-12	9-12	9-12	10-15	13	14-16
"	106	10-12	6-8	12	8	8	10	10	8	10	12	11	12	15
"	107	10-15	6-8	10-15	8-10	10-12	10-12	10-15	8-10	10-12	10-12	10-13	10-13	15-18

\* Very large firm.

† High class of goods.

‡ Best quality.

IN CANADA—Continued.  
OF PROVISIONS.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series D., No. 1.

ARTICLES.

Bacon.		Sausages, per lb.	Lard.		Butter.			Cheese, per lb.	Eggs.		Milk, per quart.	Bread.			Potatoes, per bush.	Turnips, per bush.
Per Lb.			Per Lb.		Per Lb.				Per Doz.			White.	By Loaf.	Brown.		
Smoked.	Green.		Pure.	Compound.	Dairy.	Creamery.	Tub.		Fresh.	Packed.						

POPULATION OF 10,000 AND OVER.

15	12	12	15	14	24	25-26	20-23	16	10-20	.	5	4	1-lb. 4	4	25-50	20
10,000 AND OVER.																
14	12	10	12-14		22	24		20	15	12-20	5-6				80	20
16-17	13-14	10-12	12-14	12-13	22-25	22-25		14-15	13-18	10-15	5-6		10		20-40	
	13	10-12	15													
13-15	12-13	10-12	14-15	12-13												
		12½	14													
14-15	13	12	15	13	20-25	25	19-22		18-50	12-30	6-7	7	14	6	75	50
16	14	12	13	11	23	26	21		35	18						
15	12	10	12	10	20-23	20-23	16-20	14-16	15-25	10-15	5	3 lbs	4	6	25-50	40
												7				
17	13	10-12	15	12	19-20	22	21	11-14	10-24		4-5	6 lbs	16	14	40-1.00	40
												16				
17-18		15	14	12½		25-26			16-24						55	40
15-17	12-13	12-13	12	10	26-30	25	20-24	15	16-25	16	19	7-8	4	16	60	30
12-16	11-13	10-12	12-15	8-9	17-22	18-24		9-13	12-25							
15	12	10-12	13	8	17-20	19-25	17-20		17-40	12-20	6-8				40-80	25-60
15-17	10-12	12	15	13	22	25	20	15	16-40	15-25	6-8				40-66	30
12-14	10	8	12	9	17-20	22-24	19-20		16-25	15-23	5	14-16			50-80	25
13-15	12	12	14	10	18-22	22-25	20-22		12-30	18-22	5	6				
13	12	12	15	12	22	25	20		20-25							
12-13	12	12	12	20	24	18	10		22	13						
12-13	10	13	13-14	12-13	17-22	22-25	18-21	12-15	16-30	10-16	14-16				20-60	15-20
12-14	10-12	10-12	10-11	10-12	18-22	24-26	18-23	15	20-25	12-20	6	p. lb	14		30-1.00	15-25
											3½					
17	14	12	12½	12	20-23	25-27	19-23	15	13-30	13-19	6-7	4			75	40
17	14	9	14		20	25			16						75	60
17	12-14	12	14		20	25			17-28	14-22					60-1.10	50-60
17		12	13												90-1.15	
16		10	12½													
13-14	11-12	10	12													
17-18	13-14	12½-15	12-15	10-12	22	28	22	15	15-40	13-22	5-7	5	4-5	2½-3	55-70	35-50
13-18	10-14	10-12	13-17	12-14												
15	12½	12½	15		18-25	21-27	16-25	15	13-30	15-20	5-6	6 lbs	2½		60-	25
												18			\$1.20	
15	13	10	15													
15	12½	12½	15			25-28										

FROM 5,000 TO 10,000.

15	11	12	14	22	24	19	14	15-22	5	5	16	40-50	20
17	12	12	16	25	23	21	15	15	5			50	35
14-15	10-12	13-15	11-12	25	25	21-24	14-15	15-30	15-20	5-6	2	70-80	25
13	12	15	12	22	22		12	25	20	6	6lbs	75	20
12-14	14	10	12	12-18	22-25	25	20	15	15-25	12-20	5-6	50	25

## THE COST OF LIVING

## I.—RETAIL PRICES

Locality.	Reference No.	ARTICLES.												Ham, smoked, per lb.
		Beef.				Veal.			Mutton.			Pork.		
		Per Lb.				Per Lb.			Per Lb.			Per Lb.		
		Roasting.	Soup.	Rump Steak.	Corned.	Forequarter.	Hindquarter.	Cutlets.	Forequarter.	Leg.	Chops.	Fresh.	Salted.	
GROUP C.—LOCALITIES WITH A														
QUEBEC—Con.														
Arundel.....	1	10-12	5-7	10-12	.....	8	10	.....	8-10	10-12	8-10	13	12½	17
Asbestos.....	2	10-12	5-6	10-12	.....	6-7	9-10	10	8-10	10-12	10-12	10-11	13-14	16
Buckingham ..	3	9-12	7-8	10-12	9-10	7	10	10	8	10	9	11-12	11-13	16-17
" ..	5	12½	6	.....	8	5	8	10	5	10	10	12½-14	12½-14	18
Brigham.....	4	8-10	4-6	9-10	5-7	6-10	8-12	10-15	6-10	8-11	10	10-12	11-13	13-15
Brownsburg...	6	8	5	10	....	6	7	....	9	11	.....	10	13	15
Cap de la Magdeleine*.....	7	10	8	12	10	5	6	* 6	7	8	10	12	11	16
Causapscal....	8	8-10	8-10	8-10	10	10	12	12	9	10	10	12	16	18
Clarenceville..	9	7-11	3	9-12	.....	5	8	10	8	10	11	9-11½	11	13
Coaticook.....	10	10-12	6	12	8	8	10	12	8	12	12	12	12	16
" ..	11	10-12	5	10	7-8	4-6	6-8	10-12	4-6	8-10	10-12	10-12	12	14
Cookshire.....	12	7-12	3-6	12-15	5-9	8	12	15	8	12	10	12½	14	16
Coteau Land- ing.....	13	9-11	6-8	12-13	6-7	9-10	10	6-8	10-11	11	12	11-13	11	14-15
Coteau Land- ing.....	14	10-12	4-8	10-12	7-8	7	8-9	8	7-8	8-9	10	12-13	12	13-14
Cowansville...	15	10-12	5-7	10-12	7-10	6-8	10-12	12-15	12	15	15	12	12	15-18
" ..	16	12-12½	8	8	9	6	12½	15	12	15	12½	12-14	12-14	16-17
Danville.....	17	7-12	3-6	10-12	7-10	8	10	12	8-10	10-12	10-12	10-12	12-14	16
" ..	18	8-10	4-6	10-12	5-7	5-6	6-8	10	6-8	10	10	10-12	12	15
Disraeli.....	20	10	5	10	.....	7	8	7	7	.....	7	12	15	16
Dru'mondville.	21	8-10	6-8	8-10	.....	.....	.....	.....	.....	.....	.....	10-12	13-14	.....
" ..	22	12	8	10	8	.....	.....	12	.....	.....	.....	12	14	15
Dunham ..	22½	8-10	6-7	10-12	.....	.....	.....	.....	10	12½	.....	11	.....	.....
Eastman.....	23	8-10	3-4	10-12	.....	4	6-7	.....	3-4	12-14	12-14	12	15	16
Farnham.....	24	12	6-8	12	8	6-7	8-9	10-12	10	12	12	12	12	17
" ..	25	10	5	12	8	8	10	10	10	15	15	12	12	18
" ..	26	10-12	3-6	10-12	8	5-10	8-12	12-15	8-10	10-15	10-15	12	10-12	16
Fraserville....	27	10-12	6	10-12	.....	7	9	10	8	10	12	12	14	17
" ..	28	10	7	10	..	7-8	10	.....	6-8	8-10	8-10	10-11	12	15
Granby.....	29	8-9	5-6	10	8	5	10	10	8	12	12	12	11	15-18
" ..	30	10-12	5	10-12	8	6	10	10	8-10	15-20	12-15	12	12	18
Grenville.....	31	9-12	5-7	9-10	6-8	6-8	9-10	9	8-9	9-10	10	11-12	12-12½	17
Hemmingford.	32	8	4	8-10	.....	5	6-10	7	7	11	8	10	10-11	15
Henryville....	33	9	6	10	7	9	10	9	8	5	10	11	12	13
Huntingdon...	38	10-12½	5	12½-15	8	9	12	15	8	10	12½	10-12½	12½	15-18
" ..	39	12	5-8	12	10	8	10	12	8	12	12	12	14	17
Les Eboule- ments.....	40	10-11	6-7	9-11	..	.....	.....	.....	.....	10-11	10	12-13	.....	.....
Marbleton.....	43	8	3	12	10	6	9	12	8	12	12	11	12½	15
" ..	44	9	7	10	12	10	11	12	10	11	12	12	14	17
Lake Megantic	45	6-8	4-5	8-10	.....	5-8	7-10	6-7	5-6	10-12	7-9	12	12-14	16-17

\* These are average prices for March.

IN CANADA—Continued.

OF PROVISIONS—Continued.

ARTICLES.																
Bacon.		Sausages, per lb.	Lard.		Butter.			Cheese, per lb.	Eggs.		Milk, per quart.	Bread.			Potatoes, per bush.	Turnips, per bush.
Per Lb.			Per Lb.		Per Lb.				Per Doz.							
Smoked.	Green.		Pure.	Compound.	Dairy.	Creamery.	Tub.		Fresh.	Packed.		White.	By Loaf.	Brown.		

POPULATION OF LESS THAN 5,000.

15	14	12 <sup>3</sup> <sub>10</sub>	15	10	18	20	18	10-12	12-20	.....	4-5	.....	15	5 <sup>1</sup> <sub>2</sub> lb	p. bag	p. bag
15	.....	10	15	12	20-22	22-25	18-20	13-14	15-25	.....	4-5	15	.....	.....	60-90	40
17-18	12	12 <sup>1</sup> <sub>15</sub>	14	8-9	15-18	22-25	17-22	14-15	16-25	18	5	p. lb	p. lb	.....	60-80	.....
18	.....	12 <sup>1</sup> <sub>15</sub>	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
11-13	10	10	13-15	10	18-20	21	17-22	11-15	12-25	15	3-4	6 lbs	13-	5	30-60	25-40
16	.....	11	15	14	.....	.....	.....	.....	.....	.....	.....	14	15	.....	.....	.....
13	11	12 <sup>1</sup> <sub>2</sub>	11	10	25	25	22	12	24	16	5	2 <sup>1</sup> <sub>2</sub>	.....	2	80	25
18	.....	10	20-22	.....	22-25	.....	22-25	14-16	15-25	.....	6-8	3	.....	.....	25-60	25-60
.....	.....	14	.....	.....	.....	.....	20	.....	.....	.....	5	.....	.....	.....	50	.....
14	12	12	14	12	20	25	18-20	12	25	20	5	2 <sup>1</sup> <sub>2</sub>	15	.....	60	20
14	12	12	14	12	20	22	18	14	18-25	10-20	4-5	.....	10	.....	30-50	15-30
15	13	12	15	13	20	22	18	15	12-25	.....	5	3	.....	.....	40-75	20
12	.....	11-12	14-15	.....	.....	.....	.....	.....	.....	.....	5-7	.....	.....	.....	.....	35
15	12	12	15	12	23-25	23-25	18-20	13-15	13-20	13-15	5-6	3	13	13	40	30
15-18	12-13	11-12	14-18	10-13	20-22	21-25	.....	12-15	10-20	10-18	4-5	2 <sup>1</sup> <sub>2</sub>	16	15	35	25
17-18	.....	12 <sup>1</sup> <sub>2</sub>	16	12 <sup>1</sup> <sub>2</sub>	23	.....	.....	12-30	20	20	5	3	.....	85	.....	.....
18	12	12	15	10	16-20	24-25	15-18	14-16	12-25	12-20	5	2 <sup>1</sup> <sub>2</sub>	15	2 <sup>1</sup> <sub>2</sub>	50-90	20-40
15	10	12	14	10	23	25	20	15	25	18	5	.....	8	.....	60	25
14	.....	12	15	12	25	.....	20	14	25	22	5	.....	14	.....	85	.....
.....	.....	12	11-13	13-15	20-25	22-25	20-23	.....	15-25	.....	4	5	15	.....	40-60	30
14	.....	13	15	12	20	25	.....	15	25	.....	5	.....	15	.....	60	30
.....	.....	12	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	.....	10	15	.....	18	21-22	.....	12-25	.....	4-5	3 lbs	8	.....	.....	50-\$1	.....
16-17	12	10	15	13	18-23	22-25	18-22	12-14	12-24	12-22	4-6	6 lbs	6 lbs	4 lbs	40-85	35-45
18	16	12	16	12	23	23	26	14	25	16	5	14	14	14	50	25
17	.....	10-11	15	.....	.....	.....	.....	.....	15-25	.....	6	.....	.....	.....	.....	.....
13	.....	13	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	.....	.....	14	.....	18-20	20-23	.....	13	14-25	.....	5-6	18	18	14	.....	.....
18	12	10	15	.....	22-24	25	20	14-15	22-25	20	5	3	7	10	75	50-60
18	14	10	15	12	20	25	20	.....	12-25	15-20	4-5	.....	.....	.....	40-75	40
16-17	11-12	14-15	15	12-13	20-22	20	16-18	12-14	15-20	12-14	5	3 <sup>1</sup> <sub>2</sub> -4	15	15-16	75-\$1	50-65
13	.....	10	12	.....	19-22	.....	17-20	13	20	.....	5	.....	14	5	60-70	40
12	10	12	15	.....	20	22	19	14	10-22	.....	3-4	.....	13	.....	50	20
12 <sup>1</sup> <sub>2</sub>	12 <sup>1</sup> <sub>2</sub>	12 <sup>1</sup> <sub>2</sub> -15	15	12 <sup>1</sup> <sub>2</sub>	20	25	20	.....	.....	.....	.....	.....	.....	.....	60	50
17	14	12	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	40
.....	.....	.....	.....	.....	20-21	.....	.....	12-13	10-20	.....	5	.....	15	.....	40-50	.....
15	11	12 <sup>1</sup> <sub>2</sub>	16	11	18	18	16	10	15	.....	5	3	8	3	50	25
15	12	12	15	.....	22	20	18	14	20	18	5	3	.....	2	60	25
15-17	.....	10-12	14-15	.....	.....	23-24	19-22	12-13	18-23	16-22	5-6	2 <sup>1</sup> <sub>2</sub>	15	.....	55-70	40

THE COST OF LIVING  
I.—RETAIL PRICES

Locality.	Reference No.	ARTICLES.													Ham, smoked, per lb.
		Beef.				Veal.			Mutton.			Pork.			
		Per Lb.				Per Lb.			Per Lb.			Per Lb.			
		Roasting.	Soup.	Rump Steak.	Corned.	Forequarter.	Hindquarter.	Cutlets.	Forequarter.	Leg.	Chops.	Fresh.	Salted.		
QUEBEC.— <i>Con.</i>															
St. Thomas, Montmagny.	46	8	5	10	.....	5	8	6	5	8	10	10	11	15	
Pointe aux Trembles..	52	12	8	13	10	8	10	12	12	15	15	14	12	15	
Richelieu Village..	61	10-12	4-8	10-12	.....	8-15	.....	.....	8-10	12-18	12-18	11-12	10	15-16	
Rivière Beaudette..	62	8-11	4-6	10-12	.....	8-9	11	12	14	.....	15	10-13	14-17	12-16	
Rock Island....	63	12½-15	5-6	12½-15	10	7-8	10-12½	15	8-10	12½-15	12½	12½	12½	15	
St. Aimé.....	64	9	7	10	.....	6	8	7	12	8	12	11	12	13	
St. Andrews, East..	65	9-12	6-7	10	.....	.....	.....	8-9	10	10-12	10	12	13	17	
St. Basile le Grand..	66	12	7-8	12	13	12	11	12½	9½-10	12	15	12½	12½	14	
St. Bruno. ....	67	7-12	5-6	9-12	.....	3-6	4-7	4-7	5-10	6-10	4-9	9-13	8-13	15-16	
Ste. Cecile de Milton..	68	8-10	5-6	8-10	.....	5	8	8	8	10	10	10-12	12	15-17	
St. Clet. ....	70	7-9	5-7	10-12	.....	6	8	.....	7-8	12	10	10-12	12	15	
Cap Chat. ....	71	7-9	5-7	7-9	6-8	5-8	6-9	4-5	3-4	5	4	8-10	10-12	12	
St. Eugene de L'Islet..	73	5-7	4-5	6-8	.....	6	7	6	6-7	7-8	7-8	10	12-13	12-13	
St. Hippolyte..	75	6-12	4-8	6-12	.....	6-12	6-13	5-9	5-10	6-12	6-10	12	12	15	
St. Hughes ..	76	7-9	6-7	7-9	.....	7	8	7	8	.....	.....	10-11	12	15	
St. Hyacinthe..	77	10	6-8	10-15	.....	8-10	10	10	10	10	10	10	12	16	
" ..	78	8-10	4-8	8-12	8-15	.....	10-11	.....	.....	10-15	10-11	12-13	.....	.....	
St. Jovite. ....	79	10	6-8	12	.....	8	10	10	10	11	10	12	13	15	
St. Justin.....	80	5-5½	4-4½	7-8	.....	3	3½	3½	8-10	.....	.....	10-11	12-13	.....	
St. Octave de Métis..	87	7	6	9	.....	5	8	.....	.....	.....	.....	9	13	16	
St. Paul (Ville)	88	10-12	6-7	10-12	8	8	10	10	8-10	10-12	10-12	11	11	16	
St. Polycarpe..	89	7-10	6	10-12	.....	5	7	.....	8	8	10	11	11	15	
St. Raymond..	90	8-10	7-8	8-10	8	.....	.....	10	.....	*10	8	12	14	16	
St. Théodore d'Acton..	91	10	5-8	10	.....	.....	.....	10	.....	.....	10	12	15	16	
Ste. Thérèse...	92	10	7	9	8	6	10	12	7	12	12	11	11	13	
St. Thomas de Joliette..	93	10	7	12	8	8	.....	.....	10	.....	.....	11	13	15	
" ..	94	8-10	4-6	12	.....	6-8	9-10	5-10	.....	4-5	5-6	11-12	12-13	14-15	
St. Vincent de Paul..	95	12	5-8	12	12	8	12	12	9	13	13	12	12	15	
St. Zotique....	96	8-12	6-8	10	7	7	8 9	8-9	8	9-10	10-12	12	12	14-15	
Sault au Récollet...	97	10-14	6-8	10-14	10	6-8	8-12	10-12	7-8	10-14	10-14	10-13	10-13	18	
Shawenegan..	98	10	7	12	7	.....	.....	8	.....	12	8	12	14	18	
" ..	99	10-12	7-9	10	7-8	.....	.....	12	.....	.....	12	12	13	16	
Stanford .....	102	8-9	5-6	8-9	.....	6	7	7	7	9	9	11	14	15	
Thetford Mines	103	9-12	6-7	10-12	6-8	5-8	8-9	7-8	6-8	4-5	8-10	11-12	13	16	
" ..	104	10-12	4-8	10-12	.....	8-15	12-15	7-10	7-10	10-12	10-12	12	13	17	
" ..	105	10-12	7-8	10-12	.....	8	10-12	6	7-8	.....	10-12	11	12-13	16	
Yamachiche ..	108	7-8	5-7	8-10	.....	6	7	6	8	.....	10	11-12	12	15	

## IN CANADA—Continued.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, Series E., No. 5

## OF PROVISIONS—Continued.

## ARTICLES.

Bacon.		Sausages, per lb.	Lard.		Butter.			Cheese, per lb.	Eggs.		Milk, per quart.	Bread.			Potatoes per bush.	Turnips, per bush.
Per Lb.			Per Lb.		Per Lb.				Per Doz.							
Smoked.	Green.		Pure.	Compound.	Dairy.	Creamery.	Tub.		Fresh.	Packed.		White.	By Loaf.	Brown.		

## POPULATION LESS THAN 5,000—Con.

15	15	10	15	10	20	26	23	18	15	11	5	p. lb	61lbs	61lbs	65	50
14	....	12	12	10	22-27	22-27	....	....	15-35	....	5-6	....	....	....	60-80	....
11-15	11-14	11-12	13-14	11-12	18-23	20-24	20-24	15-18	12-20	12-20	5	2½	15	....	60-90	....
15	12½	10-12½	14	....	20-22	22-25	17-20	14-15	15-25	....	5-6	21lbs	31lbs	31lbs	40-50	20-25
10	....	10	15	....	20	22	18	9	12-20	18	4	8	10	10	60	30
18	14	12	15	....	20-25	22-25	20	12-16	14-22	....	5	3lbs	3lbs	3lbs	p. bag.	50
13½	10	10	14	11	18-20	24-25	23	14	22	15	5	8	8	8	50-75	....
15-16	....	9-10	13-15	11-12	19-22	21-25	18-20	10-12	15-35	12-25	4-5	41lbs	61lbs	15 12-13	40-60	....
....	....	12	15	....	....	....	....	....	....	....	....	....	....	....	....	....
15	....	11	15	....	....	23	21	13	12	....	3-6	....	....	....	....	....
....	....	13-15	....	....	16	20	....	....	10-15	....	4	....	....	....	30-35	....
12	10	....	12	....	18	....	16-18	....	12-15	....	....	....	....	....	30-55	30
16	15	12	14	12	....	18-22	16-20	....	18-25	....	3-4	14	14	12	50-75	....
....	....	10	15	....	....	....	....	....	....	....	....	....	....	....	....	....
14	11	10	12	10	18-25	20-25	20-22	14-15	15-25	13-20	5	14	14	....	50-100	40-50
....	....	10	13-14	12	....	....	....	....	....	....	....	....	....	....	....	....
14	10	12	13	12	25	30	18	12	25	....	....	....	....	....	80	....
....	....	10-12	15-16	12½-13	18-20	20-24	....	....	20-30	....	4	61lbs	61lbs	10-12	50-70	....
16	....	....	10	8	18	....	....	....	18	....	5	14	14	....	50	50
16	12	10	14	....	23	....	23	....	....	....	....	....	....	....	80	40
13	....	10	14	....	20	....	....	11	10-20	....	5	2½	14	....	30-50	25
16	12	12	15	....	20-22	20-22	18-20	9-10	15-20	....	5	3	2½	2	50	10
14	....	12½	15	14	25	23	25	16	20	18	5	1	6	....	70	....
18	11	10	15	....	18	22	20	14	11-15	12-14	6	....	14	11	30	25
12	11	12	15	....	20	20	18	9	15	....	2½	61lbs	13	....	1.50	....
10-12	13-15	8-10	13-14	9-11	22-25	20-21	15-18	13-14	20-25	13-15	5	2½	13	10	50-60	20-25
15	....	12	12	....	....	....	....	....	....	....	....	....	....	....	....	....
15-16	12	12	15	13	18-20	25	20	15-18	10-25	10-25	5-6	61lbs	13	....	50-65	35
18	....	12	....	15	....	....	....	....	....	10-40	....	....	....	....	....	....
15	10	12	15	10	22	25	23	13	25	15	6	14	10	15	80	40
14	12	12	15	10	20-22	24-25	24-25	14	15-30	14-15	6-7	lbs.	3	15	50-65	25
14	....	14	14	13	20	22	20	15	12-20	....	5	....	14	....	45-60	....
15	15	10-12	16	15	20	22	17-18	10	18-25	16-20	5-6	2½	2-3	12-13	50-80	40
15	15	12	16	12	15-18	....	....	12	20-25	16	3	....	7	7	70	....
16	....	12	15	....	16-20	25	16-20	12-16	14-25	22	5-6	61lbs	61lbs	12½	50 1.40	40
13	11	12	13-14	12	....	23-25	18-25	13-15	11-25	....	3-4	14	13	11	50	15

## THE COST OF LIVING

## I.—RETAIL PRICES

Locality.	Reference No.	ARTICLES.												Ham, smoked, per lb.
		Beef.				Veal.			Mutton.			Pork.		
		Per Lb.				Per Lb.			Per Lb.			Per Lb.		
		Roasting.	Soup.	Rump Steak.	Corned.	Forequarter.	Hindquarter.	Cutlets.	Forequarter.	Leg.	Chops.	Fresh.	Salted.	
Brantford.....	10	7	13	7½	9	12½	15	8	12	12	12½	12½	16	
" .....	5 10-15	6-8	12½	8	8	10	15	9	15	15	12½	12½	15-18	
" .....	6 10	6	12½	8	7	9	15	6-7	10-12	13-15	12-15	10-13	15	
" .....	7 8-10	5-8	12½-15	5-8	5-7	7-10	12½-15	7	12½	12½	12½	12½	15	
" *.....	8 12½	6	12½	8	7	9	12½	8	12	12	12½	14	15	
" *.....	9 10	7	8	7	7	7-8	12½-15	7	12½	12½	12½	12½	15	
" .....	10 8-12½	6-8	10-12½	7-9	5-7	7-8	12½-15	7	12½	12½	12½-14	12½	14-15	
Guelph.....	8-12½	5-8	10-12½	8-10	8-12½	12½	10	15	12½	12½	12½	12½	15	
" .....	24 10-15	5-7	12½	8-10	7	10	12½	7	15	12½	12½	12½	15	
" .....	25 10-15	5-7	10-12½	5-10	5-8	8-12½	12½-15	7-10	12½-15	10-12½	10-12½	10-12½	15	
Hamilton.....	8-15	5-7	12	7	8	10	15	10	12-15	15	13	13	15	
" .....	27 10-15	5-8	10-12	5-8	8-10	10-12	12-18	8-10	10-12½	12-15	10-12½	10-12½	14	
" .....	27½ 10-12	6-7	10-12	7	7-8	9-10	15	7-8	10-12	12	12	11	13-14	
" .....	28 10	7	10-15	8	6	9	15	7	10-12½	10	12½-14	12½-14	14-15	
" .....	29 8-10	6-7	10-11	6-7	5-6	8-10	12½-15	6-7	10	10-12	12½	13	13	
" .....	30 8-10	6-7	10	7-8	7-10	8-10	12½	5-6½	12½-15	12½-15	12½-15	12½-15	16-18	
" .....	31 8-12	5-7	10-14	5-7	5-8	7-10	12-15	6-7	9-10	8-10	10-12	12-14	12-14	
" .....	32 12½	7-10	10	8	8	10	15	10	12½	13	12½	14	14	
" .....	33 9-10	7-8	10-12½	8-9	6-8	8-10	15	6-7	10	10-11	12	12½	16	
" .....	34 8-15	5-8	12½	6-8	10	12½	15	8-10	12½	15	12-15	13	15	
" .....	35 10-12	5	10-12	8	7-8½	9-10	15	5-6	9-10	10-12	10-12	10-14	13-14	
" †.....	36 10-12	6-8	11-13	8-10	8-9½	10-12½	16-18	8-10	10-14	12½-16	13-15	13-14	15-16	
" .....	37 8-15	6-10	12½-18	6-12	6-7	9-12	15-18	7-10	12½-15	12½-18	14-15	12-14	14-16	
" .....	38 8-13	6-9	10-12	8-10	9-10	12-14	15-16	7-9	11-13	12-15	12-15	12-15	15	
" .....	39 12½-14	7	12½-14	7-8	8	10-12½	12½-14	7-8	10-12½	10-12½	13	13	14	
" .....	40 12½-15	6-8	12½	7-8	7-10	10-12½	15	7-10	12½-15	12½-15	12½-14	10-12	14	
" .....	41 8-12	6	10	8	6	9	15	7	12	12	10-12	12	14	
" .....	42 10-12½	7-8	10-13	8	7	10	15-18	9-10	12½-15	15	13-14	13	15	
Kingston.....	8	7	12	7	10	12	12½	6-10	10-12	10-12½	12½	12½	18	
" .....	47 10	5-7	10	7-8	5-7	8-10	13	7-8	12	13-15	13	12	15-18	
" .....	48 8-12½	6-8	10	6-7	5	8-10	12½	7-8	12½	13	12	11	14	
" .....	49 10-12	6-7	10	6-7	5	8	12½	9-10	12½	12½-15	12½	11	15	
" .....	50 10-12½	5	10	7	6-7	9-10	12½	6-7	10-12½	12½	12½	10	15	
" .....	51 10-12½	5-8	8-10	5-6	4-6	6-10	10-12½	7-9	10-12½	10-12½	10-12½	11-14	12½-17	
London†.....	10-12½	7	10	9	7-12½	12½	15	12½	12½	12½	12½	12½	17	
" .....	52 10-12½	7-8	12½	8	9	12½	12½	10	12	12	12½	11	15	
" .....	53 12½	6	7	12½	8	12½	15	10	12½	12½	12	13	16	
" §.....	54 8-12½	3-5	12½	8	7-10	12½	15	7-10	10-12	10-12	9-12½	9-12½	13-14	
" .....	55 8-12	5-6	10-12	7-9	6-7	8-9	12½	6-7	10-12½	10-12½	12	12½	13	
" .....	56 7-12	2-4	8-10	6-10	.....	.....	10-12	7	12	.....	8-13	8-14	14	
" .....	57 8-12½	5	10-12½	7-8	5-6	8-9	12½	8	12½	12½	12½	10-12½	15	

\* February prices.

† Very large firm.

‡ During April, May, June and July, prices higher from

IN CANADA—Continued.

OF PROVISIONS—Continued.

ARTICLES.

Bacon.		Sausages, per lb.	Lard.		Butter.			Cheese, per lb.	Eggs.		Milk, per quart.	Bread.			Potatoes, per bush.	Turnips, per bush.
Per Lb.			Per Lb.		Per Lb.				Per Doz.			White.	By Loaf.	Brown.		
Smoked.	Green.		Pure.	Compound.	Dairy.	Creamery.	Tub.		Fresh.	Packed.						
17-19	12-14	10-13	13-15	10-12	14-23	16-25	12-14	11-21	14-18	5	5	5	5	40-60	10-15	
17	12-14	10-13	13-15	10-12				13-33		5						
14	12½	10	14		23	27	15	22		5	2½	21bs	21bs	67	20	
12½	11	10	14	10	20	22	18	13	15	12	5	2½	21bs	21bs	50	20
18	12½	10	14	12½	22	25	20	15	20	15	5		21bs	21bs	65	20
15-17	12½	10-12½	14	12½									4lbs.	20bs.		
16	12½	12½	15		18	20	15	14-16	11		5		11	6	1.00	15
	10-12½	12½	12½-15													
15-18	13	10-12	13	10	18-22	25	15-18	15	12½-15	10-12	5	5	5		75	
15	12½	10	15	12½	15-20	18-25	12½-15	12½-15	12½-30	15-18	5	2½	21bs	21bs	65	20
15	12	10	12													
16	12½	12	12½													
14	12½	10	13	9	15-20	22	12-17	12½	12½-30	10-22	5		5	5	60-70	15
18-20		10	14	12½	20	22	18	15	18-20	14-16	5	5	10	10	40	25
12½-16	10-12	9-10	12	8-10	15-24	22-25	13-18	10-15	15-25	14-20	5-6	10	10	10	30-75	15-25
15	14	10	13		20	23	16	14	25	20	5	2½	9	8	70	20
16	15	10	14		18-20	22-24	15-17		12½-25	20-28		2½	10	3½	40-60	25
15	13	12½	12½													
14-15	13-14	10	12-13	10	18-20	20-23	15-18	12-13	15-22	10-18	5		10	10	20-35	15
15-16			13	10												
15-18	12½-15	10	14	12½	18-25	20-25	12½-18	12½-15	15-30	16-20	5	5	21bs	21bs	50-1.00	25
17	15	10-12	13-14		20-22	25-27	15-18	12-15	12-30	18	5-6	2½	10		60	30
16-17	13	10	13		23	25		15	30	22			5	5	75	25
15-18	12-15	10-12	13-15	10-12	18-22	24-26	13-18		13-30	12-20			21bs	21bs	50-75	20-25
15	12½	10	15	11	16	18	14	13	15	12	5	5	5	5	50	25
18	16	13	15												70-75	30
18	15	12½	14	10	19-21	20-22	17-19	14-15		12-25	5	2½	2½	2½	75-81	50-60
15	13	10-12	13-15	10	25	25	20	13	18-35	15-22	5	2½	2½	2½	60-80	27
17	11	13	14	11	25	25	15	14	20	15	5	2½	41bs	41bs	80	30
		12½														
12-15	11-13	10-15	12½-15	10-12	22-25	22-25	15-20	12-15	25-30	8-20	5	3	21bs	21bs	30-1.00	20-40
16	12½	10	12-14	12½	20-24	20-25	18	12-14	12½-25	20	5	5	5	5	60-90	40
15	12½	10	12½													
13	11	10	14													
13-16	10-12	10	12-14								4-5	2-2½	4-5	5-6	50-90	15-20
14	12	10	12½													
10-14	10	10	13	10	23-25		14-20	16	11		4-5	21bs	21bs	Bag.	1.25	Bag.
15	12½	10	12½													

one to two cents a lb.      § Middle class trade.

THE COST OF LIVING

1.—RETAIL PRICES OF

Locality.	Reference No.	ARTICLES.												
		Beef.				Veal.			Mutton.			Pork.		Ham, smoked, per lb.
		Per Lb.				Per Lb.			Per Lb.			Per Lb.		
		Roasting.	Soup.	Rump Steak.	Corned.	Forequarter.	Hindquarter.	Cutlets.	Forequarter.	Leg.	Chops.	Fresh.	Salted.	

ONTARIO—Con.

GROUP A.—LOCALITIES WITH

"	58	10-12½	7-8	10	8-9	6-8	7-9	12½	8-10	12½	12½	12½	10-12	17
"	59	10-12	5-8	12½	7-10	7	9	15	8	12	12½	12½	12½	16
Ottawa	62	10-12½	6-7	12½	7-8	7	10	12½	8	12½	12½	12½	12½	14
"	63	10-14	3-5	10-12	10	8-10	10-12	12	8	10-12	12-15	10-12	12	14-16
Peterborough.	...	10-15	5-9	10	6-8	8-10	10-12	15	8-10	10-12½	12-15	10-12½	10-12½	14-15
"	66	8-12½	5-10	12½	.....	6-7	8-9	12½-15	6-9	10-12½	12½	12½-15	.....	.....
"	67	10-12½	6-7	12½-15	7	5-7	6-8	12½-15	6-7	10-12½	12½-15	12½-14	12½-14	.....
"	68	9-13	7-9	10-13	7	9	10	12½-15	6-7	10	10-12½	10-12½	10-12½	14-17
St. Thomas....	...	12½-15	6-7	15	8	8	10	15	9-10	15	15	12½	15	16
"	69	15	10	6	12½	8	8	10	15	8	12½	12½	12½	.....
"	70	12½-15	4-8	15-16	8-10	7-10	10-15	15	10-12½	12½-15	15	12½-15	13	16
"	71	10-15	5-7	15	8-10	8	10	15	8-10	12½	15	12½-15	12½	16
Toronto.	84	11-14	5-7	13-16	6-8	9	13-14	16-18	8-10	13-17	15-18	13-14	10-13	15
"	85	8-15	5-7	15-18	5-8	5-10	10-15	15-18	6-10	12½-15	12½-15	11-15	11-15	15-16
"	86	10-18	3-7	15-18	5-8	6-9	10-15	17-20	8-10	12-15	12½-18	12-15	10-13	15-18
"	87	11-14	5	12-14	5-7	10-11	13-14	16-17	7-12	12-16	12-15	14-15	12-14	15-16
"	88	8-14	4-8	13-16	5-9	7-11	8-13	14-16	9-14	11-16	12-16	12-16	12-16	14-16
"	89	8-15	5-7	12½	5-10	11	15	18	10	14	12½-15	.....	.....	15
"	90	8-13	5-8	12-14	5-8	7-10	10-12½	15-17	7-8	10-15	12-15	13-15	10-15	12½-15
"	91	15-18	5-8	12-15	8-10	10	12½	20	8	15	15	12½-15	12-15	15
"	92	12½-17	5-8	10-12½	7-8	8-10	11-12½	15-17	8-12½	10-18	13-18	12½-15	15	13
Windsor	...	12½	8-10	12½	12½	10	15	15	10	15	15	12½	.....	20
"	95	10-15	6	12½	7-10	8-10	10-12	12½	8	10	10	12	12	15
"	96	12½	7	12½	10	10	12½	15	8	12½	12½	12½	12½	16
"	97	12½-15	6-7	12½	8-10	10-12½	12½-15	15	10	12	12½	12½	12½	14-18
"	98	10-12	6-7	10-15	8	8-10	12½	12½	10	12	10	12½	10-12	16-18

GROUP B.—LOCALITIES WITH A

Belleville	1	10	5	10	8	8	12½	12½	8	13	15	13	11	15
"	2	.....	.....	.....	.....	.....	.....	.....	.....	12	12	16	16	12
Berlin	3	10-12½	4-8	12½	10	8	10	10	8	12½	12½	12½	12½	15
Brockville.	11	12½	6	10	7	8	10	12	10	12	12	12	12	15
"	12	10-12	6	12½	6	4-6	5-6	8-10	10	10-12½	10-12½	10-12½	12½	13-15
Chathan.	14	12½	7	10	8	7½	8½	12½	8	12½	10	10	10-12	14
"	15	10-12½	5-7	10-12	5-7	8-9	12½	15	8-10	12½	12½	10-12½	10-12½	12½-15
"	16	10-12½	6-8	12½	7-10	8-10	12½	15	8-10	10	10	12½	12½	14
"	17	11	7	12½	7	8	9	10-12½	7	12½	12½	12½	.....	.....
"	18	12½	7	12½	7	8	9	12½	8	12½	12½	12½	.....	.....
"	19	8-12½	6-8	10-13	5-8	8	10-13	10-13	8	10-13	10-13	12½-13	12½	.....
Galt	23	8-10	6-7	10	8	7-8	9-10	10	8	10	10	12½	12½	12½-15
Sarnia	75	10-15	3-8	10	8-10	8	10	15	7	9	12-15	7-12½	10-14	14
"	76	10-12	3-7	12½	5-8	8	10	15	8	12½	12½	10-12	10-14	12½-15

IN CANADA—Continued.

PROVISIONS—

ARTICLES.

Bacon.		Sausages, per lb.	Lard.		Butter.			Cheese, per lb.	Eggs		Milk, per quart.	Bread.			Potatoes, per bush.	Turnips, per bush.
Per Lb.			Per Lb.		Per Lb.				Per Doz.							
Smoked.	Green.		Pure.	Compound.	Dairy.	Creamery.	Tub.		Fresh.	Packed.		White.	By Loaf.	Brown.		

POPULATION OF 10,000 AND OVER—Con.

16	13	10	14	...	23-25	27	14-20	...	10-30	...	5	2½	5	5	50-1.00	25
17	13	10	13	...	...	...	...	...	...	...	...	...	...	...	...	...
16	12½	10-12½	12½-14	12	...	...	...	...	...	...	...	...	...	...	...	...
15-18	12-14	10-12	10-11	...	18-22	22-24	...	12-15	12-30	10-25	...	...	...	...	...	...
14-15	14-15	10	10	12½-15	10-12½	20-22	25-27	16-22	14-16	15-40	10-25	5-7	10	55	80	30
...	...	10-12½	14-15	...	18-22	...	...	...	...	...	...	...	...	...	1.25-	...
...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	1.50	...
14-17	10-15	10	14-15	12-13	15-22	17-24	...	10-15	10-20	...	5	2½	10	10	40-50	20
18	13	12½	14-15	...	22-24	25-27	20	15-17	25	25	5	2½	2½	...	1.00	25
...	...	10-12½	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	13	10-12½	14	...	...	23-25	...	...	25	...	...	...	5	...	...	...
16-18	12½	12½	15	...	22	25	12-18	15	10-25	...	5	...	5	5	50-1.00	1.00
15-16	14	10	15	13	...	...	...	...	...	...	...	...	...	...	60-1.50	40
14-18	14-15	12	14	...	...	...	...	...	...	...	...	...	...	...	50-1.00	30
15-20	10-15	12½	15	...	...	...	...	...	...	...	...	...	...	...	...	...
18	13	10	14	...	20-23	23-27	20	15	13-40	12-20	...	...	...	...	75-1.00	...
14-18	12½-16	9-12	12-14	...	17-20	19-25	17-23	11-15	12½-35	12-18	...	...	...	...	50-1.00	30
16	14	11	14	...	...	...	...	...	...	...	...	...	...	...	1.00	45
12½-15	12½-15	10-12½	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	14	12½	15	10	20-25	25-28	18-22	15	15-20	15	6	10	5	10	75	25
17	14	10-12½	13	10	17-20	19-22	13-15	...	...	...	...	...	...	...	50-1.00	15
20	15	12½	15	12½	25	27	18	20	12-25	10-20	6	5	5	5	1.00	25
14	12½	12	12½	...	20	22	17	14	16	14	5	2½	5	5	80	40
16	12½	12½	14	...	...	...	...	...	...	...	...	...	...	...	...	...
20	12½	12½	15	14	24	28	22	18	23	20	6	2½	5	5	1.00	75
18-20	10-12	10	14	12	...	...	...	...	...	...	...	...	...	...	...	...

POPULATION FROM 5,000 TO 10,000.

15	12	10	13	11	20	22	16	15	20	16	5	5	5	5	30	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	12½	10	15	...	12	25	...	15	12-25	...	5	10	...	...	50-80	...
15	12	12½	15	...	18-22	22-25	18-20	12½	10-25	...	5	2½	10	10	75	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14-16	...	10-12½	14	...	20-22	22-24	...	13-14	17-30	20	5	2lbs	2lbs	2lbs	40-60	25-40
18	12½	10	14	...	15-20	17-23	12½-17	13-15	11-30	11-30	5-6	...	5	5	50-1.00	40
12½-15	10-12½	12½	12½	...	...	...	...	...	...	...	...	...	...	...	...	...
15	12½	10	12½-15	14	18	25	17	15	10-20	...	5-6	...	2lbs	2lbs	...	...
...	...	10	...	...	...	...	...	...	...	...	...	...	4½-5	4-5	1.00	40
...	...	12½	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	10-13	14	12-14	18-25	20-27	...	15-17	10-25	...	5-6	5	5	5	1.00	40
15	12½	12½	15	...	...	...	...	...	...	...	...	...	...	...	...	...
14	12½	10-12½	13	...	...	...	...	...	...	...	...	...	...	...	...	...
14-18	12½-14	8-10	12½-14	9-12	...	...	...	...	...	...	...	...	...	...	...	...

## THE COST OF LIVING

## I.—RETAIL PRICES

LOCALITY.	Reference No.	ARTICLES.												
		Beef.				Veal.			Mutton.			Pork.		Ham, smoked, per lb.
		Per Lb.				Per Lb.			Per Lb.			Per Lb.		
		Roasting.	Soup.	Rump Steak.	Corned.	Forequarter.	Hindquarter.	Cutlets.	Forequarter.	Leg.	Chops.	Fresh.	Salted.	

## ONTARIO—Con.

## GROUP B.—LOCALITIES WITH A

"	77	10-12 $\frac{1}{2}$	6-8	12 $\frac{1}{2}$ -15	7	8	10	12 $\frac{1}{2}$ -15	8	12 $\frac{1}{2}$	12 $\frac{1}{2}$	10-12	12 $\frac{1}{2}$	15
"	78	10-12 $\frac{1}{2}$	8	10	10	10	12 $\frac{1}{2}$	15	10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	16
"	79	11-15	3-4	11-12 $\frac{1}{2}$	8	7-8	8-11	12 $\frac{1}{2}$ -17	7-9	8-15	10-15	10-12 $\frac{1}{2}$	12 $\frac{1}{2}$	15-16
Sault Ste. Marie	74	11-15	6-8	12 $\frac{1}{2}$	7	11-12	12 $\frac{1}{2}$ -14	15-18	10-12	15	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	13	16-17
"	79	11-15	3-4	11-12 $\frac{1}{2}$	8	7-8	8-11	12 $\frac{1}{2}$ -17	7-9	8-15	10-15	10-15	12 $\frac{1}{2}$	15-16
Stratford	10	6	12 $\frac{1}{2}$	7	8	10	12 $\frac{1}{2}$	15	8	12 $\frac{1}{2}$	12 $\frac{1}{2}$	13	12 $\frac{1}{2}$	14
"	80	8-12 $\frac{1}{2}$	5-7	10	7-10	6	8	12 $\frac{1}{2}$	6	12 $\frac{1}{2}$	10-12 $\frac{1}{2}$	10-14	10-14	16
"	81	10-12	8	13	9	7	8	15	6	10	12 $\frac{1}{2}$	14	12 $\frac{1}{2}$	15
"	82	11-12 $\frac{1}{2}$	7	12-13	8	6-7	10-11	12 $\frac{1}{2}$ -15	7-8	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$ -15	12-14	12-14	14-15
"	83	8-12 $\frac{1}{2}$	6-8	12	6-9	6	8	15	5	7	12	8-14	13	17
Woodstock	99	10-14	7-9	10-14	8-12	7	9-10	12 $\frac{1}{2}$	8	10	12 $\frac{1}{2}$	.....	.....	15
"	100	8-12	.....	10-12 $\frac{1}{2}$	6-8	.....	9	12 $\frac{1}{2}$	8	12	12	12	12-14	13
"	101	10-12 $\frac{1}{2}$	3-5	10-12 $\frac{1}{2}$	8-10	7-10	10-12 $\frac{1}{2}$	12 $\frac{1}{2}$ -15	8-10	12 $\frac{1}{2}$ -15	10-15	10-12 $\frac{1}{2}$	10-14	15

## GROUP C.—LOCALITIES WITH A

Bradford	4	10-15	6-8	9-12 $\frac{1}{2}$	8-10	8-10	10-15	10-15	9-12 $\frac{1}{2}$	10-15	10-15	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$ -15	15-18
Burlington	13	9-15	5-8	12 $\frac{1}{2}$	6-8	.....	.....	12 $\frac{1}{2}$ -15	.....	10-12	10-12 $\frac{1}{2}$	8-15	9-14	12 $\frac{1}{2}$ -15
Collingwood	20	12	7	10	8	7	10	15	8	10	12 $\frac{1}{2}$	12	12 $\frac{1}{2}$	16
"	21	11-12	7-8	13-14	7	7-8	10	12 $\frac{1}{2}$ -15	8	12	12 $\frac{1}{2}$	10-12 $\frac{1}{2}$	12	13
Cookstown	22	10-12	6	10-15	8-10	8	10	12	8	12	10	12-15	13-15	15-17
Harriston	43	10-12	6-7	12	7	8	10	12	8	12	12	10-12	11-13	12-15
Hintonburg	44	10-15	3-8	10-15	7-10	7	10	15	8-10	10-15	10-15	12	12	15
Ingersoll	45	10-12 $\frac{1}{2}$	3-7	10-12 $\frac{1}{2}$	6-8	7-9	8-10	10-12 $\frac{1}{2}$	9-10	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	12 $\frac{1}{2}$	14	18
Kincardine	46	10-12	7-8	12	6-8	10-12	12-15	12-15	9-10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	10-12 $\frac{1}{2}$	13	16-17
Midway	60	10	8	12 $\frac{1}{2}$	10	10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	8	10	10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	15
Mount Forest	61	10	7	12	8	.....	.....	12	.....	12	12	12	.....	15
Paisley	64	10	6	10	8	10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	10	12 $\frac{1}{2}$	16
Penetanguishene	65	10-12 $\frac{1}{2}$	7-8	10-12 $\frac{1}{2}$	7	7	10	10-12 $\frac{1}{2}$	8-9	10-12 $\frac{1}{2}$	10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	16-17
Sandwich	72	10	6	10	7	7	8	10	6	10	10	10	10	12
"	73	10	7	10	10	10	12 $\frac{1}{2}$	15	10	12	12	12	12	17
Warton	93	10	.....	12	8	10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	8	10	10	12	12 $\frac{1}{2}$	15
"	94	8	7	10	8	8	12 $\frac{1}{2}$	10	8	10	10	10	11	14

## MANITOBA.

## GROUP A.—LOCALITIES WITH A

Brandon	.....	12 $\frac{1}{2}$	8	12 $\frac{1}{2}$	8	10-15	15	15	.....	12 $\frac{1}{2}$ -15	15	15	12 $\frac{1}{2}$	12 $\frac{1}{2}$ -18
Winnipeg	.....	11	6	12 $\frac{1}{2}$	10	10	12 $\frac{1}{2}$	15	10	15	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	15
"	1	8-18	3-8	10-15	7-12 $\frac{1}{2}$	10-12 $\frac{1}{2}$	12 $\frac{1}{2}$ -18	12 $\frac{1}{2}$ -18	6-12 $\frac{1}{2}$	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	16-18
"	2	10-15	6-9	12-15	10-13	10-13	13-16	15-18	11-13 $\frac{1}{2}$	12-16	14-18	12-15	12-15	16-18
"	3	10-12 $\frac{1}{2}$	6-7	12 $\frac{1}{2}$ -15	8	9	12 $\frac{1}{2}$	15	9-10	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	10	16-18
"	4	12 $\frac{1}{2}$	7	12 $\frac{1}{2}$ -15	7	10	15	18	9-10	15-18	15	12 $\frac{1}{2}$	12 $\frac{1}{2}$	16-18
"	5	12-15	7-8 $\frac{1}{2}$	10	10	12-15	15-17	17 $\frac{1}{2}$ -20	12-15	15-18	15-17 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	17
"	6	15-18	5-8	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	8-10	12 $\frac{1}{2}$ -15	15-18	10-12 $\frac{1}{2}$	15-18	15-18	14	12 $\frac{1}{2}$	17

IN CANADA—Continued.

OF PROVISIONS—Continued.

ARTICLES.

Bacon.		Sausages, per lb.	Lard.		Butter.			Cheese, per lb.	Eggs.		Milk, per quart.	Bread.			Potatoes, per bush.	Turnips, per bush.
Per Lb.			Per Lb.		Per Lb.				Per Doz.							
Smoked	Green.		Pure.	Compound.	Dairy.	Creamery.	Tub.		Fresh.	Packed.		White.	By Loaf.	Brown.		

POPULATION FROM 5,000 TO 10,000—Con.

15	12½	12½	12½	10	22	25	20	15	10-20	.....	5	2lbs	2lbs	2lbs	70	40
13	14	10-12½	15	12½	.....	.....	.....	.....	.....	.....	.....	5	5	5	.....	.....
15-16	13-15	8-12½	14-15	12½	20	23-28	17-20	15	15-25	18-20	.....	.....	.....	.....	.....	.....
16-17	12½-14	10	15	12½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	13-15	8-12½	14-15	11-12½	20	23-28	17-20	15	15-25	18-20	.....	.....	.....	.....	.....	.....
14	13	12½	12½	.....	16-22	22	.....	12-16	10-20	.....	5	.....	5	5	65-140	15
18	10-12½	10-12½	13	10	18	22	16	12½-15	15-18	14	5	.....	5	5	90	25
16	13	10	14	.....	21	.....	.....	15	16	13	.....	.....	.....	.....	.....	.....
14-16	12-14	10	12½	.....	20	23	.....	12-15	12-20	.....	5	.....	5	5	1.00	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2lbs	2lbs	.....	.....	.....
17	13	13	14	12	20	24	15-18	16	15	12	5	5	5	5	1.00	25
15	14	12½	12½	.....	25	26-27	20	9-12	12-20	18-20	5	2½	5	5	40-50	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	11	10	12½	.....	20-22	.....	.....	.....	.....	.....	.....	.....	.....	.....	Bag.	.....
14-16	10-14	8-12½	12½	8-10	18-20	22-55	20	.....	.....	.....	.....	.....	.....	.....	1.25	.....

POPULATION LESS THAN 5,000.

13-16	.....	10-12½	12-14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14-18	12½	10	13-14	.....	20	22	18	.....	18	.....	5	.....	5	5	.....	20
16	13	10	13	10	.....	.....	.....	.....	.....	.....	.....	2½	5	2½	.....	.....
15	12	10	12½	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	13	12	13-15	.....	.....	.....	.....	.....	.....	.....	5	.....	.....	.....	40-50	.....
13-17	11-13	10-12	11-13	9-11	13-17	15-20	12-15	10-14	10-17	10-15	5	2½	2½	2½	30-50	.....
15	12½	10-12½	15	.....	23	.....	.....	.....	25	.....	.....	.....	.....	.....	60	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	14	10	12½-14	.....	20-25	25-27	.....	14-16	10-25	13-20	5	5	.....	5	50-1.00	20
16-17	13	10-12½	14	12	18-20	.....	15	.....	15-20	10-12	5	5-10	.....	.....	1.00	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4lbs	4lbs	4lbs	.....	.....
16	12½	12½	15	12½	16-18	.....	15	12½	10-18	18	5	10	10	10	60	8
.....	.....	12	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	13	10	14	12	17	.....	.....	.....	14	.....	5	5	5	5	40-1.00	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12½	12½	10-12½	14	.....	17	20-22	16-17	.....	10-22	.....	5	10	.....	.....	50-60	10
13	10	10	12	10	20	24	18	12	20	16	5	3	5	5	50-80	25
18	12	12	13	12	25	24	20	.....	22-30	.....	.....	.....	.....	.....	1.00	50
14	.....	12½	14	.....	12½-20	16-20	11-18	11-15	10-20	.....	5	.....	10	.....	40-1.00	12
14	12	12½	13	.....	15-20	20-22	.....	.....	12-20	.....	5	.....	10	.....	20-1.00	20

POPULATION OF 10,000 AND OVER.

18	12½	12½	13-20	.....	25-30	25-30	27	18	15-40	30-35	5-7	.....	5	5	2lbs.	1 00	30
15	12½	10	12½	10	20-25	27	15-17	12½	10-15	15	5-6	5	5	5	25-60	25-35	.....
16	15	10	15	.....	15-25	25-27½	20-23	15	12½-50	25	.....	.....	.....	.....	40-60	30-50	.....
15-17	13-15	12-15	15	12	20-25	23-30	15-20	.....	18-40	15-25	.....	.....	.....	.....	50-80	40-60	.....
16-18	10-11	10	15	.....	15-25	18-30	12½-20	15-18	12½-40	10-25	5-7	2½	5	5	35-50	25-35	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16-18	12½	12½	15	12½	25-30	20-25	15-25	15	20-50	15-30	5-6	2½	2lbs	2lbs	5	30-75	25-35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12½	11	10	15	12	15-20	25-30	16-18	10-15	15-40	15-23	5-6½	2½	2lbs	2lbs	5	25-75	25-40
17	15	14	14	10	25-30	.....	.....	12½	20-35	15-25	.....	5	.....	5	50-60	40-60	.....

## THE COST OF LIVING

## I.—RETAIL PRICES

LOCALITY.	Reference No.	ARTICLES.												Ham, smoked, per lb.
		Beef.				Veal.			Mutton.			Pork.		
		Per Lb.				Per Lb.			Per Lb.			Per Lb.		
		Roasting.	Soup.	Rump Steak.	Corned.	Forequarter.	Hindquarter.	Cutlets.	Forequarter.	Leg.	Chops.	Fresh.	Salted.	
BRITISH COLUMBIA.														
GROUP A.—LOCALITIES WITH A														
Vancouver . . . . .	12 $\frac{1}{2}$ -18	5	15	10	12 $\frac{1}{2}$	18	18	12 $\frac{1}{2}$	18	18	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	17-20	
" . . . . .	23 12 $\frac{1}{2}$ -18	5-10	18	10	12 $\frac{1}{2}$	15	15-18	12 $\frac{1}{2}$	18	15-18	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	..	
" . . . . .	24 15	8	15	10	15	18	18	12 $\frac{1}{2}$	18	15	15	12 $\frac{1}{2}$	21	
" . . . . .	25 12 $\frac{1}{2}$ -15	8-10	12 $\frac{1}{2}$ -15	10	15	18	18	12 $\frac{1}{2}$	18	15	15	12 $\frac{1}{2}$	20	
" . . . . .	26 15	9	12 $\frac{1}{2}$ -15	9	12 $\frac{1}{2}$	15	15-18	12 $\frac{1}{2}$	18	15-18	12 $\frac{1}{2}$	12 $\frac{1}{2}$	....	
" . . . . .	27 12 $\frac{1}{2}$ -18	4	15	10	12 $\frac{1}{2}$	18	18	12 $\frac{1}{2}$	18	12 $\frac{1}{2}$ -18	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$	....	
" . . . . .	28 12 $\frac{1}{2}$ -18	8-10	12 $\frac{1}{2}$ -15	10-12 $\frac{1}{2}$	12 $\frac{1}{2}$ -15	15-20	18-20	10-14	18	18-20	10-15	10-12 $\frac{1}{2}$	22-25	
Victoria. . . . .	15	6-8	12 $\frac{1}{2}$	8-9	12 $\frac{1}{2}$	15	15	10	15-18	15	12 $\frac{1}{2}$ -15	10-12 $\frac{1}{2}$	22 $\frac{1}{2}$ -25	
" . . . . .	29 10-18	10	12 $\frac{1}{2}$	8	12 $\frac{1}{2}$	15	18	10	18	18	12 $\frac{1}{2}$ -15	10	16-20	
GROUP B.—LOCALITIES WITH A														
Nanaimo . . . . .	12 15	5	15	10	15	18	18	12 $\frac{1}{2}$	18	16	15	12 $\frac{1}{2}$	20	
" . . . . .	13 12 $\frac{1}{2}$ -15	10-12 $\frac{1}{2}$	15	10	12 $\frac{1}{2}$	15	16-18	15	18	18	12 $\frac{1}{2}$ -15	15	18	
New Westminster . . . . .	10-12 $\frac{1}{2}$	8-9	12 $\frac{1}{2}$ -14	10-12	12 $\frac{1}{2}$ -14	14-16	14-18	10-12 $\frac{1}{2}$	16-18	16	10-12 $\frac{1}{2}$	10-11	20	
" . . . . .	14 15-18	8-10	15	9	11-15	15-18	18	10-15	18	15-18	10-15	12 $\frac{1}{2}$ -15	17-20	
Rossland. . . . .	12 $\frac{1}{2}$ -15	8	15	10	15	20	25	12 $\frac{1}{2}$	18	15-20	15-18	15	18	
" . . . . .	19 12 $\frac{1}{2}$ -18	8-10	12 $\frac{1}{2}$ -15	8-10	12 $\frac{1}{2}$	18	15-20	12 $\frac{1}{2}$	18	12 $\frac{1}{2}$ -18	12 $\frac{1}{2}$ -18	15	15-20	
GROUP C.—LOCALITIES WITH A														
Armstrong . . . . .	1 12 $\frac{1}{2}$ -15	6	15	12 $\frac{1}{2}$	12 $\frac{1}{2}$	15	18	15	18	18	10-12 $\frac{1}{2}$	15	20	
Fernie . . . . .	3 8-15	5-8	10-12 $\frac{1}{2}$	7-12	4-8	7-12	15-17	5-10	10-15	12 $\frac{1}{2}$ -15	8-15	9-15	12 $\frac{1}{2}$ -17	
Fort Steele. . . . .	4 15	8	15	8-10	12 $\frac{1}{2}$	15	20	12 $\frac{1}{2}$	18	18	12 $\frac{1}{2}$ -18	15	20	
Golden. . . . .	5 13-15	7	15	8	12 $\frac{1}{2}$ -14	15-16	18-20	12 $\frac{1}{2}$	18	18	12 $\frac{1}{2}$	15	18-20	
Kamloops. . . . .	6 10-15	5	12 $\frac{1}{2}$	10	12 $\frac{1}{2}$ -15	12 $\frac{1}{2}$ -15	15	15	18	15	12 $\frac{1}{2}$ -15	15	18-20	
Kelowna. . . . .	7 10-15	8	12 $\frac{1}{2}$	8-10	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	16	18	18	10-12 $\frac{1}{2}$	15	20	
" . . . . .	8 12	10	15	15	12	15	15	15	18	18	12	15	20	
Kootenay. . . . .	2 16	10	16	10	14	16	18	15	18	18-20	17	15	22	
Ladner. . . . .	9 12 $\frac{1}{2}$	8	15	12	15	20	20	15	20	20	15	16	20	
Ladysmith . . . . .	10 15-18	4	15-18	10-12	15	18	18	15	18	15-18	15-18	12 $\frac{1}{2}$ -15	20	
Lake Victoria. . . . .	11 12 $\frac{1}{2}$ -18	8-10	10-12 $\frac{1}{2}$	8	12 $\frac{1}{2}$ -18	20	12 $\frac{1}{2}$	8-12 $\frac{1}{2}$	15-18	12 $\frac{1}{2}$	10-15	8-10	18-24	
Phoenix. . . . .	15 12 $\frac{1}{2}$ -20	10	15	10-12 $\frac{1}{2}$	10-12 $\frac{1}{2}$	15	20	15	18	20	14	17	22	
Princeton. . . . .	16 15	10	15	10	15	16	17	20	20	20	20	18	26	
Revelstoke. . . . .	17 15	18	10	15-18	10	15	18	18	15	20	18	15	20	
" . . . . .	18 15	10	15	10	15	18	20	15	20	20	18	15	20	
Sandon . . . . .	20 15-20	10	15	10	18	20	20	15	20	18-20	15-18	16	18	
Slocan . . . . .	21 17	10	18	10	15	20	18	15	20	18	15	15	20	
Wilmer . . . . .	30 12 $\frac{1}{2}$	8	15	10	18	20	23	18	20	25	18	16	22	
YUKON DISTRICT.														
Dawson City. . . . .	1 40-50	20-40	40-50	25-30	30-35	35-40	50-60	20-25	40-50	40-50	50-60	30-40	30-35	
" . . . . .	2 30-40	15-25	30-38	20-25	25-30	32 $\frac{1}{2}$ -40	40-50	25-30	40-50	38-50	35-50	20-30	25-32 $\frac{1}{2}$	

## IN CANADA—Continued.

OF PROVISIONS—*Continued.*

## ARTICLES.

Smoked.		Sausages, per lb.	Bacon.		Lard.	Butter.		Cheese, per lb.	Eggs.		Milk, per quart.	Bread.		Potatoes, per bush.	Turnips, per bush.
Green.			Per Lb.			Per Lb.			Per doz.			Per doz.			
		Pure.			Dairy.				Fresh.		White.				
		Compound.			Creamery.				Packed.		By Loaf.				
		Tub.									Brown.				

## POULATION OF 10,000 AND OVER.

[illegible]

## POPULATION OF FROM 5,000 TO 10,000.

15-20	15	12½-15	15															25-40	
18	16	16	15																
22	16	12½-15	16	14	25	27½	18	25-50	25	8	5	5	5	5	50-75	50			
17-22	12½-15	15	15		22-30	30-35	20-27	15-18	25-50	20-30	7-10	4							
18-20	15	12½-15	15	20-30	30	20	20	25-40	25	12½	6		6	Pw.	100 lbs				
15-20	15	12½-15	15											1¼	75-81				

## POPULATION OF LESS THAN 5,000.

18-20	16-18	15	18	16	25	30	25	20	15-40	.....	8	....	10	10	50 Perlb.	30
12½-18 20	10-18 15	10-15 15	15 18	10-12½ 16	15-23 35	20-25 35	10-18 25	12½-15 25	12½-35 40-50	10-28 35	5-6 10	2-3 15	5 15	5 15	60-100 1.20 Perlb. 2½-3	Perlb. 20-40 1.00 Perlb. 1-2
18-20 18-20 20 20	16-17 14-15 15 15	15 15 15 15	18 12½ 7-8	..... 12½ 20	25-30 25 25-30	30-35 30 20-30	25-30 ..... 20-30	20 ..... 20	25-50 ..... 20-40	20-35 ..... 20-35	10 10	4 5	8 10	8 5	100lbs 1.80 40-80 100lbs	Perlb. 1-2 40-50
25	18	17	16	.....	25	30	25	20	30	25	10	.....	10 2lbs	10 2lbs	1.00 60-90 Lb.	½
18 20	16 15	15 15	15 15	..... .....	30 35	25-35 35	28	15-20	30-50	20-35	10	4	5	5	1.00 60-90 Lb.	50 ½
18-22 17-22	12½ .....	12½ 18-20	15 13-16	8	35	30	8-10	12½-16	35-60	25	8	5	5	.....	1	½
27½ 18-20 20 19 20 20	20 18 16 12½ 18 .....	25 15 15 15 17 12½	22 15 16 17 17 20	..... ..... ..... ..... 15 15	50 ..... 25 22 26	40 35 35 28 35	..... ..... 25 25 .....	25 ..... 20 20	50 ..... 40 40	35 ..... 30 33	10 ..... 10 10	..... ..... 12½ 12½	..... ..... ..... .....	..... ..... ..... .....	Lb. 1 ..... ..... 50 1.20	Lb. 1 ..... ..... 60 45
35-40	30-35	40-50	25-35	20-30	50-65	.....	.....	50	75- 1.50	1.50	25	6½	41lbs 25	41lbs 25	4.80- 9.00 Perlb.	3.00- 4.00 Perlb.
25-35	20-30	35-40	20-25	15-25	45-65	50-75	35-50	22½-25	1.25	1.00	.....	.....	.....	.....	6-10	3-5

vinces of the Dominion and the several localities within the provinces. Within each province the localities have been grouped into three divisions alphabetically numbered, group A comprising such localities as have a population of 10,000 and over; group B, localities with a population of from 5,000 to 10,000; and group C, localities with a population of less than 5,000. Within each group the localities have been alphabetically arranged.

### Sources of Information.

The returns from which the statistics in these tables have been compiled have been obtained by the department from retail dealers in response to a request for a statement of actual prices averaged during the past year for the grade most in demand of the articles named; which returns were filled in on official blank schedules supplied by the department. The figures given in these schedules have been transcribed exactly into the columns of the present tables. No matter how wide the variations in prices in any one schedule, or how great the variations between the different schedules, it has been thought that, by publishing all exactly as received, the public would be in a better position to estimate the value of the figures given than if the department had attempted to construct averages of its own.

In the schedule addressed to dealers it was asked that if the prices of the articles mentioned were subject to variation, a statement as to the lowest and highest selling rates which had existed at any time during

the past year for a period of more than one or two weeks' duration should be given, but that wherever it was possible to give a fairly accurate average price, it was particularly desirable that such should be stated. The returns made show accordingly that in a number of instances only one price is given though it will be apparent that at certain periods of the year there might be variations in either directions from these prices. Where this variation has been appreciable for any period of time, however, it may be presumed that the same has been indicated in the minimum and maximum rates which are quoted. In addition to the returns received from retail dealers there is published also separate returns which have been independently made by the correspondents of the *Labour Gazette* in the cities of the Dominion where such correspondents reside. The returns sent in by correspondents are made distinguishable from the others by the use of in the figuring and lettering. A reference number is given in the tables, but this is inserted only as a convenient index to the files of the department in which original tables are kept as a matter of record.

After publication has been made of all the returns received, an analysis of the entire results will be made by the department. Meanwhile the immediate publication of the returns themselves will furnish a source of authoritative information, for which there is a pressing demand, and will also afford a basis upon which independent estimates and comparison may be made.

## APPOINTMENT OF ROYAL COMMISSION TO INVESTIGATE INDUSTRIAL DISPUTES IN BRITISH COLUMBIA.

The wide prevalence during the present year of a number of industrial disputes, affecting the largest and most important industries and interests in the Province of British Columbia, following upon important disputes in the same province during the past year, have led to repeated representa-

tions being made to the Dominion Government on behalf of both capital and labour, drawing the attention of the Government to the critical aspect of industrial conditions, and the need for a searching inquiry into the causes of these repeated and extensive conflicts, and the necessity of affording, if

possible, means whereby industrial harmony and peace may be satisfactorily restored and maintained.

These representations found expression, among other ways, in the requests made during the past month in the House of Commons by members of Parliament representing British Columbia constituencies, that a Royal Commission should be appointed to investigate the matter and report its evidence and finding to the Government; and on the recommendation of the Honourable Sir William Mulock, the Minister of Labour, a commission was appointed under Order in Council of April 18. By this Order the Honourable Gordon Hunter, Chief Justice of the Province of British Columbia, and the Reverend Elliott S. Rowe, both of Victoria, B.C., were appointed commissioners. Mr. W. L. Mackenzie King, Deputy Minister of Labour, was appointed secretary of the commission, and Mr. Francis W. Giddens, of the Department of Labour, reporter, to take down and record the evidence.

#### Scope of the Commission.

The commission, after drawing attention to the numerous disputes which have obtained of late between the owners of coal and metaliferous mines and their employees and between transportation companies and their

employees in the province of British Columbia, and pointing out the desirability of having full inquiry made into the causes and nature of these disputes, with a view to affording a satisfactory means for their adjustment and the prevention of their recurrence in the future, directs that the commissioners shall make full inquiry, under oath, into matters bearing upon the situation, obtaining evidence from interested parties and reporting their evidence, together with recommendations to the Honourable the Minister of Labour.

As soon as the commission was appointed the Deputy Minister of Labour left for British Columbia, arriving in Victoria on the 29th of the month. Arrangements were forthwith made for the sittings of the commission and public notice given in the press that the first sitting would be held at Ladysmith, on Vancouver Island, on Monday, May 4, on which date the commissioners would be prepared to receive evidence from all parties having a bearing upon matters at present or recently in dispute between owners of coal mines and their employees in that place and vicinity. It was announced that the commission, after concluding its sittings at Ladysmith would proceed to Nanaimo and subsequently hold sittings at the following, among other places: Victoria, Vancouver, Rossland and Fernie.

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#### ALLEGED COMBINE OF LUMBER DEALERS AND CONDITIONS IN THE LUMBER TRADE IN WESTERN CANADA.

For some time past dissatisfaction has been expressed in various quarters throughout Western Canada as to the general situation prevailing in the lumber trade in that section of the Dominion, it being stated that a combine of dealers was in existence whereby the prices of lumber were unduly enhanced and other conditions introduced into the trade which were the cause of unfair restrictions in the business itself and of inconvenience to consumers

generally. During the month just passed a number of developments in this connection were reported, and, in view of the relation of the lumber trade to the present movement of population into the Canadian West, and to other recent developments in Western Canada, a large increase in the amount of building being one of the first results of the immigration in question, the whole subject has been much discussed and commented upon.

### Civic Inquiry at Winnipeg, Man.

The leading evidence that has been produced as to the existence and operations of the alleged combine was that which resulted from a request of independent lumber dealers of the city of Winnipeg to the effect that a civic committee of investigation into the situation should be appointed in order to determine if there were grounds upon which the Provincial or Dominion Governments might be memorialized on the subject. The first meeting of the committee appointed in answer to this request was held on March 25, but its investigations were continued into the month just past. The charges then brought were to the effect that the Western Lumbermen's Association, the name under which the alleged illegal combine did business, was formed for the purpose of making arbitrary regulations with reference to the selling of lumber; that it prevented the majority of Canadian dealers from selling to persons outside of the association; that it controlled the number of persons doing business at different points throughout the province; and that, by refusing to deal with lumber dealers outside of its jurisdiction, it exercised power of practically driving all such dealers out of business. Copies of the constitution and bylaws of the association were produced, together with a voluminous body of correspondence in support of the charges brought. On April 2 the committee met to receive the statement of the association, but as the members of the latter would not agree to give evidence except in private, the investigation closed without further hearing of evidence.

The committee, in reporting to the City Council, described the holding of the meetings, and stated as above that the representatives of the association had declined to give evidence in public, adding: 'Your committee are of the opinion that a *prima facie* case was established, and that a lumber combine, injuriously affecting the interests of the city

and country does exist, and would recommend the complainants to place their case in the hands of the Attorney General for investigation.'

### Discussion in the House of Commons.

Additional publicity was given to the subject of the alleged combine by a debate which took place in the House of Commons on Monday April 20, when the matter of its existence and operations was discussed at some length. The Hon. the Minister of Finance, in referring to it, pointed out that there were two sections of the law under which the matter might be taken up, viz.: The section in the Criminal Code dealing with unlawful combines, and the section of the Tariff Act providing for an investigation in connection with any combine whereby the price of any article is unduly enhanced and for the reduction or abolition of the duty in case the charges are proved. Until the government received some formal statement by a responsible party as to the situation, the matter, the Minister held, was not in a shape which would admit of public action. In the debate which followed, it was stated by different members of the House that the alleged combine dictated not only the prices at which lumber shall be sold to retail dealers, but also who shall sell that lumber and who shall not, various correspondence being produced in support of the statements made. The enhancement of prices, which has been so prominent a feature in the western lumber market during the past two years, was also charged directly to the association. The Minister of Finance, in concluding the debate, stated that, inasmuch as it was only through the Attorneys General of the respective provinces that proceedings under the Criminal Code could be initiated, the matter in its present stage was not one which directly concerned the Dominion Parliament. Under the combine clause of the Tariff, of course, the initiative would be with the Dominion Government, but as that was

a judicial proceeding, a formal method of procedure should be adopted.

### **Enhancement of Prices and other Conditions.**

During the past two years the price of lumber throughout Western Canada would appear to have shown a continuous upward tendency. This statement applies to almost every class of lumber, without particular reference to the source of supply, the product of British Columbia and of the Rat Portage mills being equally affected. Thus, to quote only typical instances, British Columbia shingles have increased only 25c. per M. at Brandon, Man., and other British Columbia lumber \$2 per M. at the same place since November last, while Rat Portage lumber has increased in proportion. At the same time freight rates from British Columbia on lumber into the Territories have been materially lessened.

A general increase of \$2 per M. on rough lumber and \$2.50 per M. on double dressed lumber is also reported in British Columbia. A number of interesting results, too numerous for detailed mention, have followed, especially in quarters in which the advance is considered as temporary only, the builders of houses, for example, not being able to obtain loans on them in proportion to the enhanced cost of erection. The effect has also been to materially retard building operations in the more important centres.

### **The Trade Between British Columbia and the Territories.**

The following statements with regard to general conditions in the lumber trade between the Kootenay districts of British Columbia and the North-west Territories was supplied by the correspondent to the *Labour Gazette* at Rossland, B.C. :—

The lumber trade between the Kootenays and the Territories is practically controlled and directed by two trade organizations:

One of these is the Mountain Manufacturers' Association, formed some two years ago by the millmen of South-eastern British Columbia, and the second is the Western Lumbermen's Association formed in the Territories. The first exercises control over the prices at which lumber is sold from the mill ; the second was formed with more particular reference to the retail business throughout the Territories, its avowed intention being to afford manufacturers a measure of protection among customers residing in many instances a thousand miles distant from the mill from which the supplies were purchased. After the formation of the Mountain Manufacturers' Association, an advance in the price of milled lumber was announced. It was claimed that the mills were producing at a figure which did not allow a reasonable margin of profit, and that the advance was only such as to secure a proper and equitable gain. The constantly shifting cost of raw material, however, makes the question of what constitutes a legitimate profit a difficult one to determine. One mill may be able to produce lumber at a certain figure, while the cost of precisely the same article coming from another mill may be greater or less according to the natural obstacles to be overcome.

Thus it is especially difficult to estimate the exact average cost of lumber production in British Columbia, and to estimate therefrom the exact amount of profit which might be considered reasonable in particular instances.

With regard to transportation charges as an element in the cost of lumber throughout the west, it is estimated that the freight rate on 1,000 ft. of rough lumber from any of the flat rate points in the Kootenays to flat rate points in the Territories is \$9. This class of lumber retails in the mills at Nelson, B.C., at \$12 per M., so that it would cost \$21 laid down at any flat rate point in the Territories. If the \$12 is regarded as reasonable in Nelson, rough lumber in the

Territories at \$21 must therefore be regarded as sold at a fair figure, though special railway freight tariffs are operative to increase this price in particular instances. Another fact to be borne in mind in considering the present cost of lumber in the Territories is the excessive demand which at present exists for this commodity, every mill

in the Kootenays, according to common report, having already contracted for the whole of its product for a long period in advance. The effect of this on prices will be readily understood. The whole question is therefore one involving many details, and on which a variety of opinions are entertained by disinterested observers.

## LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

### IV. MANITOBA AND THE NORTH-WEST TERRITORIES.

THE present article, which deals with the growth and present position of labour organization in the province of Manitoba and the North-west Territories, is in continuance of the series begun in the September issue of the *Labour Gazette* and continued in the October, December and February numbers.\* The general principles on which the accompanying tables in each instance, were prepared, were explained in detail in connection with the opening article of the series. It may be repeated, however, that the articles form part of the result of an extended special investigation undertaken by the Department of Labour, the first fruits of which were printed in the issue of the *Gazette* for September, 1901, in the form of a directory of labour organizations in Canada, publication of which was continued through subsequent issues of the *Labour Gazette* until the May number of 1902. In the present series of articles, work entirely descriptive and statistical in character is embodied, though the information was secured during the progress of the same investigation, the attempt being made in the descriptive tables to show the nature and extent of labour organization as it exists in Canada up to the date of the publication of the

first article of the series in September last, and in the statistical tables to illustrate as intelligibly as possible the general progress of the movement for the formation of trade unions in Canada from the earliest time.

As in the previous articles of the series the organizations are given in the descriptive table according to localities and provinces, the former being arranged alphabetically, and the latter in the order of their geographical position from east to west. The arrangement shows at a glance the trades organized in each locality, the number of organizations in each trade, the number in the particular groups of trades, and the total number of organizations for the locality in question. The statistical tables illustrate the growth of labour organizations both by provinces and by classes of trades. Discrepancies in the results presented in these tables have unfortunately occurred owing to the difficulty of securing information in many instances as to such particulars as the dates of the formation of organizations, and in consequence the numbers of unions reported in the statistical tables have been uniformly less than those entered in the descriptive tables. Thus in the present instance only 32 unions for Manitoba, and 21 for the North-west Territories are entered in the statistical tables, while, according to the other grouping, the numbers are respectively 46 and 35. This incompleteness of detail, however, will not seriously impair the value of the generali-

\* The subject thus far has been covered with regard to the maritime provinces and the provinces of Quebec and Ontario; the articles in the September and October issues dealing with Nova Scotia, New Brunswick, Prince Edward Island and Quebec, and the province of Ontario being treated in the December and February issues.

zations that may be drawn from the respective tables.

### **Present Status of Labour Organization in Manitoba.**

The most noteworthy feature revealed in the descriptive table of labour organizations in Manitoba is the extent to which the movement has been confined to the city of Winnipeg, 36 of the 46 unions reported in the province being located in that city alone. The activity of the movement in this particular centre is still further emphasized when it is pointed out that Brandon, the city ranking second in the province in this respect, is reported to have but two labour organizations. With regard to the distribution of organizations according to classes of labour affected, the special activity of the movement under the heading of transport is the feature most prominently brought out in the descriptive tables, a result which may be materially attributed to the large part played by transportation in the life and development of western Canada. Thus, in Winnipeg there are eight unions organized under the heading of transport, the building and metal trades following with seven, while the printing trades with four, and the clothing trades and employees of public authorities, with two each, are the only other classes represented by more than a single labour organization. Outside of Winnipeg there has been no record forwarded to the department of a union formed in any other branch than that of transport. With regard to the subdivisions of classes of labour, stonecutters, sheet metal workers and pressmen in Winnipeg, and railway trackmen in Portage la Prairie, have each two unions, and form the only instances in which such subdivisions of groups are represented by more than a single organization.

### **Growth of Labour Organization in Manitoba.**

Turning to the statistical tables for Manitoba, it will be seen that no record has

been received by the department of a union formed in that province previous to 1881, in which year three organizations, under the headings respectively of the metal trades, the printing trades and employees of public authorities, were recorded. A fourth union, that of employees of public authorities in Winnipeg, followed in 1883, but a lapse of five years occurred before the fifth union was reported, under the heading of the building trades, in 1888. Since that date there has been one union formed in 1890, two in 1892 and 1893, one in 1894, one in 1897, seven in 1898, five in 1899, one in 1900, five in 1901 and two in 1902; no return of unions formed being made to the department for the years 1889, 1891, 1895 and 1896.

### **The Present Position in the Territories.**

In the Territories the same predominance of organizations, under the heading of transport, that was noted in the case of Manitoba, is shown by the descriptive table. Thus of the 35 unions reported to the department, 16 are of employees in connection with the railways, the towns of Medicine Hat and Moose Jaw, with five unions each of these classes, being the leading centres. In other parts of the Territories the organization movement would seem to have been more generally divided among the trades. Thus unions of machinists, printers and carmen make up the list for Calgary, and unions of carpenters, painters, printers, stenographers, sheet metal workers, cooks, woodworkers, and bakers, that for Dawson city. The number of Federal Labour Unions in the Yukon Territory is also notable, there being organizations of this class in Cariboo, Dawson, Grand Forks, Hunker Creek, and Discovery Creek, the predominance of general labour in that district being probably responsible for the prominent place it occupies in labour organization.

### **Growth of Unionism in the Territories.**

No record has been received at the department of a labour organization formed

LABOUR ORGANIZATION IN CANADA,—

TABLE ILLUSTRATIVE OF THE GROWTH OF LABOUR ORGANIZATION IN

[illegible]

ITS GROWTH AND PRESENT POSITION.

DEPARTMENT OF LABOUR, CANADA,  
L. O. STATISTICAL TABLES, Series B., No. 4.

THE PROVINCES OF MANITOBA AND NORTH-WEST TERRITORIES.

Organizations were formed.																																	Total number in group in Pro- vince.		
1870	71	72	73	74	75	76	77	78	79	1880	81	82	83	84	85	86	87	88	89	1890	91	92	93	94	95	96	97	98	99	1900	01	02			
												1						1			1		2	1				1						5	
											1									1								1	1		1	1		6	
											1																	1						1	4
																							1						1					2	
																												1						1	1
																												1							1
											1		1											1				3				1		7	
											1																			1		1		2	
																													1						1
																																			1
																																			1
																																			1
																																			1
																																			1
											3		1					1		1		2	2	1				1	7	5	1	5	2	32	
																																3		3	
																															1			1	
																															1				1
																	2		1	1							2		1					2	
																																1			7
																																1			1
																																5			5
																2		1	1								2		1	2	7	5		21	

in the Territories previous to 1887, for which year two are reported under the heading of transport. A third and fourth union, under the same division, followed in 1888 and 1889, respectively. After that a break in the movement until 1897 occurred, two further unions being reported for that year. This was followed by seven in 1899. Up to that time the movement had been confined to the transport branches of industry, but in 1900 unions under the headings of the metal and woodworking trades were recorded, followed in 1901 with five

under the head of general labour, one of stenographers, and one under the printing trades. In 1892, five other unions were reported, bringing the total number up to 21.

Conclusion of the Survey.

The series of articles dealing with labour organizations in Canada will be concluded in a subsequent issue of the *Gazette*, when descriptive and statistical tables for the province of British Columbia will be published with an explanatory statement.

DEPARTMENT OF LABOUR, CANADA.  
L. O. DESCRIPTIVE TABLES, Series A., No. 4.

LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

TABLE SHOWING NATURE AND EXTENT OF ORGANIZED LABOUR IN PROVINCE OF MANITOBA AND NORTH-WEST TERRITORIES ON JULY 31, 1902.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
MANITOBA—	<i>Transport</i>		<i>1</i>	
Belmont	Railway trackmen	1		1
Binscarth	<i>Transport</i>		<i>1</i>	
	Railway trackmen	1		1
Brandon	<i>Transport</i>		<i>2</i>	
"	Railroad trainmen	1		
	Locomotive firemen	1		2
Minnedosa	<i>Transport</i>		<i>1</i>	
	Railway trackmen	1		1
Ochre River	<i>Transport</i>		<i>1</i>	
	Railway trackmen	1		1
Portage la Prairie	<i>Transport</i>		<i>2</i>	
	Railway trackmen	2		2
Plum Coulée	<i>Transport</i>		<i>1</i>	
	Railway trackmen	1		1
Souris	<i>Transport</i>		<i>1</i>	
	Railway trackmen	1		1
Winnipeg	<i>Building</i>		<i>7</i>	
"	Bricklayers and masons	1		
"	Carpenters and joiners	1		
"	Painters and decorators	1		
"	Plasterers	1		
"	Plumbers, gas and steamfitters	1		
"	Stone cutters	2		7

LABOUR ORGANIZATION IN CANADA—*Continued.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
Winnipeg.	<i>Metal, Engineering and Shipbuilding.</i>		7	
	Iron moulders.	1		
	Machinists and engineers.	1		
	Electrical workers.	1		
	Blacksmiths.	1		
	Boilermakers.	1		
	Sheet metal workers.	2		7
	<i>Woodworking.</i>		1	
	Carmen.	1		1
	<i>Printing.</i>		4	
	Printers.	1		
	Pressmen.	2		
	Stereotypers.	1		4
	<i>Clothing.</i>		2	
	Tailors.	1		
	Garment workers.	1		2
	<i>Food Preparation.</i>		1	
	Bakers and confectioners.	1		1
	<i>Tobacco.</i>		1	
	Cigar-makers.	1		1
	<i>Mining and Quarrying.</i>		1	
	Quarrymen.	1		1
	<i>Transport.</i>		8	
	Railroad conductors.	1		
	Locomotive engineers.	1		
	Locomotive firemen.	1		
	Railroad trainmen.	1		
	Railway trackmen.	1		
	Street railway employees.	1		
	Draymen.	1		
	Teamsters.	1		8
	<i>Employees of Public Authorities.</i>		2	
	Letter carriers.	1		
	Civic employees.	1		2
	<i>Theatre Employees.</i>		1	
	Theatre employees.	1		1
	<i>Clerks.</i>		1	
	Clerks.	1		1
	Total number of organizations in Prov. of Manitoba.			46

LABOUR ORGANIZATION IN CANADA—*Concluded.*

## DESCRIPTIVE TABLE OF LABOUR ORGANIZATIONS IN CANADA, ACCORDING TO LOCALITY.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
N. W. TERRITORIES—	<i>Transport</i> .....	1	1	
Broadview .....	Railroad trackmen .....	1	1	1
Calgary .....	<i>Metal, Engineering and Shipbuilding</i> .....	1	1	
" .....	Machinists and engineers .....	1	1	
" .....	<i>Printing</i> .....	1	1	
" .....	Printers .....	1	1	
" .....	<i>Woodworking</i> .....	1	1	
" .....	Carmen .....	1	1	3
Frank .....	<i>Mining and Quarrying</i> .....	1	1	
Grassy Lake .....	Miners .....	1	1	1
Lethbridge .....	<i>Transport</i> .....	1	1	
Medicine Hat .....	Railroad trackmen .....	1	1	1
" .....	<i>Mining</i> .....	1	1	
" .....	Miners .....	1	1	1
" .....	<i>Transport</i> .....	1	5	
" .....	Railroad conductors .....	1	1	
" .....	Locomotive engineers .....	1	1	
" .....	Railroad firemen .....	1	1	
" .....	Railroad trainmen .....	1	1	
" .....	Railroad trackmen .....	1	1	5
Moosejaw .....	<i>Transport</i> .....	1	5	
" .....	Railroad conductors .....	1	1	
" .....	Locomotive engineers .....	1	1	
" .....	Railroad firemen .....	1	1	
" .....	Railroad trainmen .....	1	1	
" .....	Railroad trackmen .....	1	1	5
Oxbow .....	<i>Transport</i> .....	1	1	
Red Deer .....	Railroad trackmen .....	1	1	1
Weyburn .....	<i>Transport</i> .....	1	1	
" .....	Railway trackmen .....	1	1	1
N. W. T., YUKON DISTRICT—	<i>General Labour</i> .....	1	1	
Cariboo .....	Federal labour .....	1	1	1
Dawson City .....	<i>Building</i> .....	1	4	
" .....	Carpenters and joiners .....	1	1	
" .....	Painters and decorators .....	2	1	
" .....	Sheet metal workers .....	1	1	
" .....	<i>Printing</i> .....	1	1	
" .....	Printers and allied .....	1	1	
" .....	<i>Stenographers</i> .....	1	1	
" .....	Stenographers .....	1	1	
" .....	<i>Hotel and Restaurant Employees</i> .....	1	1	
" .....	Cooks, waiters and bakers .....	1	1	
" .....	<i>General Labour</i> .....	3	3	
" .....	Federal labour .....	3	1	10
Grand Forks .....	<i>Mining</i> .....	1	1	
" .....	Miners .....	1	1	
" .....	<i>General Labour</i> .....	1	1	
" .....	Federal labour .....	1	1	2
" .....	<i>General Labour</i> .....	1	1	
Hunker, Hunker, Bruck Creek .....	Federal labour .....	1	1	1
30 Below Lower Discovery, Dom. Creek .....	<i>General Labour</i> .....	1	1	
" .....	Federal labour .....	1	1	1
Total number of organizations in N. W. Territories .....				35

## THE IMMIGRATION AND COLONIZATION MOVEMENT IN CANADA.

The opening in March and the continuance throughout the past month of the immigration movement in Canada on a scale unprecedented before in the history of the Dominion, has constituted one of the leading events in the industrial chronology of the present season. Complete and official returns, for the month of March relating to immigration and the granting of homesteads will be found below, together with a reference based on information procured from various sources at the close of the month as to the more important development reported as occurring in the movement during April.

### The Movement During April.

Though it was impossible at the end of the month to secure an accurate return of immigrant arrivals in Canada during April, information of a sufficiently reliable nature was obtainable to demonstrate its general extent, and to furnish an idea as to some of its leading characteristics. With regard to the former, the frequent arrivals at the different Canadian ports of shiploads of immigrants, often reaching into the thousands, and the almost constant stream of immigrant trains from these points into the interior were proof of the scale on which the movement was continuing. At Winnipeg, moreover, the arrivals were reported as exceeding those of any previous month. With regard to the class of immigrants, reports were generally to the effect that the immigrants were of an unusually promising type, being nearly all men of the younger class, in many cases bringing considerable capital. By far the greatest proportion of these were from England, though a considerable number were from Scotland, the demands at the various Canadian agencies in Great Britain for information concerning Canada, being on an unprecedented scale. From the western

states of the United States the influx still continued, and large sales of lands to American settlers were reported during April. The bulk of the British immigration was distributed throughout Manitoba and the Canadian west, though a number of farm labourers found employment in Ontario. In the first quarter of the year, 1879 immigrants also declared their intention to settle in the Maritime Provinces, and in British Columbia the influx of immigrants created a marked increase in the demand for farm lands, especially on Vancouver Island.

### The Transportation Problem.

The transportation and accommodation of this large body of people was a problem attended with considerable difficulty. In this connection provisions were made by the government in the way of furnishing additional temporary accommodation and food supplies, on an extensive scale, at points chiefly affected by the congested traffic, the number of tents placed at the disposal of immigrants being largely augmented this year to meet the added requirements of the situation. At Winnipeg in particular, the strain on accommodation facilities was especially severe.

### The Barr Colony.

Much interest was excited in Canada in connection with the immigration movement of April by the arrival of the first contingent of the colony organized by the Rev. I. N. Barr in Great Britain, which was the largest single party of immigrants that ever left England for this country. The party, which numbered about 1,964, arrived by the *SS. Megantic* and *Lake Manitoba*, the main body being landed from the latter steamship at St. John, N.B., on April 11, and being sent forward, after a short delay, on four special trains to their destination, 150 miles from

Saskatoon, where it is proposed to establish three municipalities for the accomodation of the colony. Mechanics and agriculturists made up the majority of the party, which consisted for the most part of strong and able-bodied young men recruited by Mr. Barr from various parts of England. The colonists were said to have brought with them over \$2,000,000, thirty cars of the trains on which they were forwarded being allotted to their baggage.

Owing to the extended proportions of the party the government during the month increased the original allotment of homestead lands from 13 townships to 40 townships, the reservation to stretch from the west of Battleford to the south bank of the North Saskatchewan River. The colonists, however, will not be permitted to homestead more than 75 per cent of the land available in any township. The grant, as thus enlarged, amounts to close on 350,000 acres, or enough to give homesteads to more than 2,100 families.

On arriving at Saskatoon, a delay of some few days occurred in preparations for the trip across the prairie to the reservation, in connection with which stations with tents and food supplies were established by the government at intervals of 20 miles along the route covered. Land guides, as well as an inspector of surveys and farm instructors, were also provided by the government. While at Saskatoon a number of complaints were made against the management of the party, and a meeting was called in this connection during the halt, though general satisfaction was expressed with the transportation arrangements which had been effected.

A prominent result of the Barr colony's experience has been the attention it has directed to the question of the efficiency of private agencies for immigration and colonization, as compared with those carried on under governmental control and supervision.

### **The Movement from Eastern Canada.**

Another prominent feature of the past month has been the scale on which the movement from the central and eastern provinces of Canada into Manitoba and the North-west Territories reopened. This was most marked from the province of Ontario, from which several train loads of settlers and their effects were sent westward during April, the numbers of such settlers reaching on certain days, according to the railway returns, well into the hundreds. Thus on April 1, it was estimated that 1,800 had proceeded from Ontario to the grain fields of the west as against 1,363 on the same date last year, *via* the weekly excursions on the C.P.R. The early spring, however, was considered as in part accountable for the increased proportions of this movement. By the middle of the month the number, as estimated by railway passenger agents, had reached 3,000 persons.

### **Immigration Returns for March.**

According to a statement supplied by the courtesy of the Department of the Interior, 13,253 immigrants arrived in Canada during the month of March, bringing the total number of arrivals since January 31 up to 19,418. Of the number reported for March, 4,972 were English, 792 Italians, 409 Russian, 364 Scotch, 287 Hungarians, 268 Gallicians, 253 Irish and 202 German, the number next in order being 178 Swedish. From the United States there arrived per Winnipeg 4,336 during March, and 16,712 since January 1st. Returned Canadians numbered 259 in March, and 563 since the beginning of year.

### **Homestead Entries for March.**

The following statement, published by courtesy of the Department of the Interior, shows the number of homestead entries, according to the various agencies, made dur

ing the month of March, 1903, as compared with March, 1902:—

Agency.	1903.	1902.	Increase.	Decrease.
Alameda.....	92	99		7
Battleford.....	46	23	23	
Brandon.....	78	29	49	
Calgary.....	156	159		3
Dauphin.....	60	35	25	
Edmonton.....	290	247	43	
Kamloops.....	6	8		2
Lethbridge.....	150	97	53	
Minnedosa.....	56	41	15	
New Westminster.....	6	4	2	
Prince Albert.....	205	68	137	
Regina.....	451	161	290	
Red Deer.....	135	114	21	
Winnipeg.....	111	76	35	
Yorkton.....	483	46	437	
Total.....	2,325	1,207	1,130	12

It will be seen that the net increase in the number of entries during the month was 1,118.

The statement of entries made for the various months of the present fiscal year to date is as follows:—

Month.	1902.	1901.	Increase
July.....	2,622	921	1,701
August.....	1,902	763	1,134
September.....	1,416	566	850
October.....	2,142	779	1,363
November.....	2,482	752	1,730
December.....	1,640	825	815
	1903.	1902.	
January.....	1,169	809	300
February.....	1,165	928	237
March.....	2,325	1,207	1,118
Total.....	16,803	7,555	9,248

### Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, the North-west Territories and British Columbia, during the month of March, 1903, were as follows:—

Nationalities.	Number of Entries.
Canadians from Ontario.....	282
" Quebec.....	39
" Nova Scotia.....	19
" New Brunswick.....	7
" Prince Edward Island.....	2
" Manitoba.....	70
" North west Territories.....	65
" British Columbia.....	6

Nationalities.	Number of Entries.
Persons who had previous entry.....	148
Canadians returned from the United States.....	59
Americans.....	907
English.....	163
Scotch.....	37
Irish.....	21
Germans.....	60
Austro-Hungarians.....	246
Doukobours.....	47
Others.....	147
Total.....	2,325

The 2,325 entries above represent a population of 6,810 souls.

Of the total number of entries made during March by persons coming from the United States into Canada, 281 were from Minnesota, 248 from Dakota, 75 from Wisconsin, 51 from Iowa, 45 from Nebraska, 42 from Kansas, 34 from Missouri, 24 from Washington and 20 from Illinois.

### Lands Patented in March.

The following is an abstract of letters patent covering Dominion lands situated in Manitoba, the North-west Territories, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of March, 1903:—

Nature of Grant.	No. of Patens.	No. of Acres.
British Columbia homesteads.....	5	756'00
British Columbia sales.....	9	1,232'70
Commutation grants.....	2	167'93
Homesteads.....	275	43,358'96
Hudson's Bay Co.....	9	25,804'60
Military homesteads.....	2	556'00
Mining lands sale.....	1	10'00
North-west Half-breed grants.....	49	11,144'52
Parish sales.....	3	734'10
Railways—		
Canadian Northern Railway.....	14	336'16
Can. Pac. Ry. grants.....	67	91,204'05
Can. Pac. Ry. nominee.....	6	964'15
Can. Pac. Ry. roadbed and station grounds.....	8	407'26
Great North West Central Ry.....	1	7,038'00
Manitoba North Western Ry.....	8	2,937'28
Manitoba South Western Ry.....	35	8,408'34
Qu'Appelle, Long Lake and Sask. Ry. and Steamboat Co.....	7	5,131'72
Saskatchewan and Okanagan Ry.....	1	3'29
Sales.....	35	11,621'62
Schools lands sales.....	9	1,760'00
Special grants.....	8	689'32
Yukon Territory sales.....	9	684'08
Yukon Territory special.....	1	
Total.....	564	214,950'02

## CONDITIONS OF RAILWAY EMPLOYMENT IN CANADA—ANNUAL STATEMENT OF THE G.T.R. CO. INSURANCE AND PROVIDENT SOCIETY.

The recent publication of the 18th annual statement of the Grand Trunk Insurance and Provident Society places some important statistics relative to the nature of railway employment in Canada at the disposal of the public. As the leading objects of the society are to provide allowances to members when rendered incapable of following their employment by illness or bodily injury, together with a system of insurance in the event of death, the returns of the society on the subject of death rates and the payment of sickness and accident benefits are particularly significant.

The society has a membership of 10,144 persons, of whom 900 are retired employees. Of the active members, 1,412 are conductors, brakemen and baggagemen; 1,311 are engineers and firemen; 310 are yardmen, couplers or switchmen; 2,357 are mechanics; 3,184 are labourers and 680 are station and general office hands. Of this membership a grand total of 3,804 cases of sickness and accidents and 128 deaths was reported during 1902. In this connection it should be noted that the members of the society are subjected to a medical examination before being admitted to employment.

### Prevailing Diseases of Railway Employees

Over one-third of the entire membership of the society was on the sick-list through accident or disease during 1902, and a complete analysis of the various cases reported is published in the annual statement. According to this authority a large amount of the sickness of the members was due to exposure. Thus of a total of 2,848 cases of sickness, there were 613 cases of influenza, 54 of pneumonia, 19 of consumption, 210 of lumbago, 231 of rheumatism, 276 of bronchitis, 133 of tonsilitis, 36 of pleurisy, 58 of neuralgia and 37 of sciatica. Though numerous other complaints showed high indigestion, 36 of boils, 66 of abscesses, 45 of

aggregates, as, for example, 52 cases of typhoid fever, 28 of malaria, 20 of appendicitis, 55 of diarrhoea, 58 of enteritis, 68 of diseases of the eye, and 30 of skin diseases. Considerably more than one-half of the cases of sickness reported was attributable directly or indirectly to climatic conditions. Only one case of frost-bite and two of sunstroke were reported. The total number of cases of sickness was 2,847, as against 3,727 in 1901.

### Deaths.

Ninety-two of the 128 deaths of members reported, resulted from natural causes, though the nature of the occupation is in part evident in the causes. Thus 12 died from heart disease, 12 from pneumonia, 15 from tuberculosis, 8 from apoplexy, 6 from paralysis, 5 from Bright's disease, 4 from cancer and 4 from senile debility. There were 36 cases of deaths from accidents. Of these 2 were from gunshot wounds, 1 from fracture of the thigh, 1 from suffocation, 1 from drowning, 1 from accidental shooting, and the balance from various injuries. The average age of deceased members was 52.28 years as compared with 48.40 in 1901 and 45.82 a decade ago.

### Accidents.

There were 957 accidents and cases of injuries of members reported during 1902. Of these 36 were fatal. Sixteen of the accidents resulted in amputations, 32 were burns, 9 were dislocations, 123 were fractures, 368 consisted of injuries to the upper extremities, head and face, and 463 of injuries to the lower extremities and body. There were 117 cases of injuries to the fingers, 92 to the hands, 89 to the feet and 20 to the toes. As compared with last year there were fewer accidents, the total being 979 for 1901.

### Sickness and Accidents by Classes.

According to the classes of workmen affected, the cases of sickness and accidents

were reported as follows:—Conductors, brakemen, and train baggagemen, 214 accidents and 530 cases of sickness—or, roughly, 50 per cent; engineers and firemen 185 accidents and 761 cases of sickness, or 42 per cent; yardmen, couplers and switchmen, 31 accidents and 87 cases of sickness, or 38 per cent; labourers, 249 accidents and 662 cases of sickness, or 28 per cent; station and office staff, 6 accidents and 92 cases of sickness, or 14 per cent.

#### Fees and Disbursements of the Society.

The members paid in \$47,999.24 in monthly fees, \$898.90 in fees of retired members and \$1,003.50 in examination fees

collected from members. In addition the Grand Trunk Company contributed the annual allowance of \$12,500 and \$80,016.53 were received in life insurance levies. Of the sums paid out the following were the chief items:—Life insurance claims, \$81,771.25; sick benefits, \$36,734; medical attendance, \$20,047.37. The total insurance carried is \$4,696,750, the members paying in proportion to the risk of their employment. Some 3,033 members, paying 50 cents per month, received from the society in sick benefits and insurance \$38,887.25, or at the rate of \$12.82 per head, and 6,221 members, paying 40 and 20 cents per month, received \$39,513.75 or \$6.35 per head.

### WAGES AND HOURS OF RAILWAY EMPLOYEES, CANADA—*Concluded.*

#### VI.—TELEGRAPHERS.

With table No. VI, relating to the wages and hours of telegraphers, the series of articles begun in the *Labour Gazette* for September, 1902, dealing with the wages and hours of the railway employees in Canada, is brought to a close.\*

As has been pointed out in previous issues of the *Gazette*, the information embodied in these tables was secured as the result of a special investigation carried on by the Department of Labour during the summer of 1902. It has been thought advisable, accordingly, not to incorporate in the articles in question any information as to changes in wages and hours that may have reached the department since the date of the original investigation, in order that the situation among all classes of railway employees might be presented as a whole as it existed at a definite period of time. The

manner in which the investigation was carried on and the principles of classification adopted in presenting results have also been previously explained in the *Gazette*. It may be repeated that the tables represent in all returns from about fifty railways, only those roads whose business was on a scale of more than local importance being taken into consideration.

#### Method of Classification.

As in the earlier articles of the series index numbers have been substituted for the names of companies in the present tables. A detailed classification of rates has also been thought a more advisable form in which to present the information than any attempt on the part of the department to average the various rates for which returns have been made. Under the heading of 'specified conditions' in the table of telegraphers' wages and hours such various additional details will be found as were considered of importance in connection with the different rates recorded.

\* The previous articles of this series appeared in the *Labour Gazette* as follows:—(1) Wages and hours of railway conductors, September, 1902; (2) locomotive engineers, October, 1902; (3) locomotive firemen, December, 1902; (4) baggagemen and brakemen, February, 1903; (5) maintenance-of-way men, yardmen, switchmen and freight handlers, March, 1903.

## WAGES AND HOURS OF RAILWAY EMPLOYEES, CANADA.

TABLE NO. 6.—TELEGRAPHERS.

Province.	Railway No.	Telegraphers.	Per Day. \$ cts.	Per Week. \$ cts.	Notes.
<i>Specified Conditions.</i>					
Prince Edward Island...	12	Agent and telegrapher, with dwelling, fuel and light (minimum).....	.....	35 00	If required to be on duty over 12 hours, to receive an addition to salary— To meet trains after 3 within 4 hrs. \$4.50 } If total salary does not exceed \$50 per month. " 2 " 3 " 3.50 } " 1 " 2 " 2.50 } " within 1 hour..... 1.50 } 12 hours per day.
		Agent and telegrapher, without dwelling, fuel and light (minimum).....	.....	38 00	
		Telegraphers alone, relieving agents on permanent staff.....	.....	45 00	
		Telegraphers in dispatching office.....	.....	45 00	
		General salaries range in accordance with size of station.....	.....	35 00-71 66 35 00-45 00 20 00-45 00 25 00-65 00 45 00-70 00	
Nova Scotia	5	Station agents, operators.....	.....	35 00-45 00	12 consecutive hours equals 1 day's work where 1 or 2 are employed; if more than 2 are employed 10 hours equals day's work. Overtime <i>pro rata</i> on stated salary, but never less than 15c. per hour. Emergency calls 35c. per call. If 1 operator is employed on duty 12 consecutive hours on passenger schedule or way freight trains schedule, will receive in addition to salary— If after 3 within 4 hours. \$4.50 } " 2 " 3 " 3.50 } If total salary does not exceed \$50 per month. " 1 " 2 " 2.50 } If within 1 hour..... 1.50 }
	7	Train despatchers.....	.....	20 00-45 00	
	8	Agent and telegrapher, with dwelling, fuel and light— On main line (minimum).....	.....	38 00	
		On branch line ".....	.....	35 00	
		Agent and telegrapher, without dwelling, fuel and light— On main line (minimum).....	.....	43 00	
		On branch line ".....	.....	40 00	
		Telegraphers alone, main line.....	.....	38 00	
		" " branch line.....	.....	35 00	
		Relieving agents who are telegraphers.....	.....	50 00	
		Telegraphers in dispatching office.....	.....	45 00	
New Brunswick...	10	General salaries range in accordance with size of station.....	.....	35 00-75 00	12 hours per day; overtime not less than 25c. per hour.
	10	Dispatcher.....	.....	73 20	
	16	Operators.....	.....	30 50-36 00	
	2	Agent and telegrapher.....	.....	35 00	
		(Rates same as for No. 2, Nova Scotia, above.)	.....		
Quebec.	17	Agent and operator.....	.....	45 00-80 00	
	39	.....	.....	35 00-70 00	
	18	.....	.....	40 00-65 00	
	20	.....	.....	35 00	
	19	.....	1 45-1 55	35 00 45 00	

22	Agent and telegrapher.....	40 00	
21	Agent and telegrapher.....	30 00-45 00	
23	(Rates same as for No. 2, Nova Scotia, above.)	30 00-55 00	
2	Agent and operator.....	18 00-65 00	12 hours per day ; overtime not less than 25c. per hour.
42	Agent and telegrapher, with dwelling, fuel, &c., without ".....	45 00-80 00	
1	Agent and telegrapher, with dwelling, fuel, light and commission on express.....	37 00-40 00	
3	Agent and telegrapher, with dwelling, fuel, light and commission on express.....	42 00-45 00	
43	Chief despatcher.....	35 00-47 50	
24	Second ".....	25 00-50 00	12 hours per day.
25	Other ".....	35 00-45 00	
26	Operators.....	70 00	
1	Agent and operators.....	50 00	12 hours per day.
18	Agent and operators, with allowance of residence light, fuel, &c.....	35 00-40 00	With concession to receive commissions from express Co.'s.
30	Agent and operator.....	40 00	12 hours per day ; overtime not less than 25c. per hour.
40	Agent and operator.....	45 00-90 00	
28	Agent and telegrapher.....	40 00-60 00	
4	Agent and telegrapher, with dwelling, fuel, &c., without dwelling.....	38 00-125 00	
3	Agent and telegrapher, with dwelling, fuel, &c., without dwelling.....	37 00-45 00	
41	Operators.....	42 00-45 00	
	Relieving agents.....	46 50	
	Train despatchers (12 hours)—	51 50	
	1st year.....	46 50	
	2nd ".....	65 00	
	3rd ".....	95 00	
	Relieving despatchers.....	100 00	
	Agent and operator.....	105 00	
1	Agent and operator.....	90 00	12 hours per day ; overtime not less than 25c. per hour.
35	Agent and operator.....	55 00-80 00	"
45	Agent and operator.....	60 00-75 00	"
1	Agent and operator.....	55 00	"
	Agent and operator.....	63 00-115 00	"

Ontario.....

Manitoba .....

British Columbia.....

## SETTLEMENT OF STRIKE OF EMPLOYEES OF ST. CROIX COTTON MILL, MILLTOWN, N.B., UNDER CONCILIATION ACT, 1900.

On the 13th of March the weavers in the employ of the Canadian Coloured Cotton Mills Company, Limited, at the St. Croix Cotton Mill at Milltown, N.B., went on strike, numbering about 300 in all. The strike brought about a complete cessation of work in the weaving department of the mill, and other departments being dependent on this branch, it became necessary to close the entire mill on the 15th of the month. The closing down of the mills threw out of work about 800 employees.

The St. Croix mills are situate at Milltown, N.B., which adjoins the town of St. Stephen. The pay-roll of the company is a very large one, and the industry is one of the most important in that part of the province of New Brunswick. The strike had not been long in continuance, therefore, before the business interests in the community began to be affected, and suffering was threatened, not only to the families of many of the employees immediately concerned, but to many others as well.

### Causes of the Strike.

For some months before the end of last year the employees in the weaving department had experienced considerable falling off in their average weekly earnings. It was maintained by many that with the same amount of work they were not able to earn within one or two dollars per week of the amount which they had been accustomed to make in the corresponding period during the year previous. These facts were brought to the attention of the management by a committee of the weavers appointed for that purpose in the early part of January, the committee asking, at that time, that in view of this reduction and the increased cost of living, an increase of 15 per cent be granted. The manager of the company explained to the committee at the time that the cause of

the reduced earnings of the employees was attributable to the bad quality of raw material, which was the only quality that the company had been able to obtain in purchasing its supplies; that as a consequence of this inferior quality the total production of the mills had also been lessened. The poor supply, however, was being rapidly exhausted and he believed that with the better supply which the weavers were likely to receive during that and succeeding months there would be opportunity for making the same wages as had been made during the previous year. In view of this explanation the weavers decided not to take further action in the matter, but to await results. Finding, however, that in many cases the total earnings did not show the increase which they had expected, the agitation was continued and finally a strike was declared on March 13. No formal demands, other than those made at the interview in January, had been presented to the company prior to the strike, and to many of the weavers themselves the strike on that date came as a surprise. Immediately after going out, however, the demand for a 15 per cent increase in the price schedule was renewed, but no other demands were made upon the company.

From the outset the management maintained that they were not in a position to grant the increase requested, and the mills remained closed during the month. On the March 30, however, in response to requests made on behalf of the interested public, the manager decided to reopen the mills with a view to giving opportunity to any who might desire it to return to work, but on that date only 30 weavers returned to work, the most of them inexperienced hands, and, with two exceptions, all women, nor was this number increased by above three or four during the week that followed.

### Intervention of Department of Labour.

After the re-opening of the mills on the March 30, and when it was seen that of the total number of those who went on strike, only 30 were willing to return to work, a communication was sent by the strikers to the Department of Labour, asking for its intervention under the Conciliation Act. The communication, which was dated March 31, was received at the Department on April 3, and was replied to on that date. The following is a copy of the communication received :

MILLTOWN, N.B., March 31, A.D. 1903.  
W. L. MACKENZIE KING, ESQ.,  
Deputy Minister of Labour,  
Department of Labour,  
Ottawa, Canada.  
(Reference No. 2113.)

SIR:—I am inclosing your department herewith the form sent to me, having supplied such information in regard to the points indicated as seemed to me called for.

In addition to this, I beg leave to lay before you for your consideration the following matters relating to the dispute between the St. Croix Cotton Mill and the weavers of that establishment. The facts of this case are that for some time past dissatisfaction has existed among the weavers over the wages they were receiving. No reductions of any amount had taken place in the price schedule, but, owing to other causes, chiefly the bad quality of the work furnished, they were receiving on an average about two dollars a week less than during the eighteen months preceding. In the month of January in the present year a committee representing the weavers waited upon Lewis Dexter, Jr., Esq., manager of the St. Croix Mill, and laid the above facts before him, and asked that in view of the reductions that had taken place in their earnings, and the increased cost of living which now obtains, an increase of 15 per cent in the price schedule then in effect be granted. This was refused by Mr. Dexter on behalf of the Company, but he promised that within two months such changes would take place in the management of the weaving department and such improvement in the quality of material furnished, as would enable the weavers to earn wages equal on the whole to what they received a year or eighteen months ago on similar classes of work.

The weavers assert that these promises of the management were not fulfilled, and on the 13th of March, without any further negotiations or notice, they went on strike. On the same day a communication was sent the manager demanding an increase of 15 per cent in the price schedule. This was refused, and on the 15th the mill closed, throwing some 800 hands out of employment. On the 30th instant efforts at operation were resumed, but of the 300 weavers only 30 returned to work, nor is there any likelihood of their doing so at present.

The towns of Milltown and St. Stephen, having a combined population of some 5,000, are suffering greatly by the existing state of affairs, and if some solution is not arrived at soon, the coming summer will be one of great business depression in these two places, for nearly every family is affected directly or indirectly. I may add that there has been no violence

or any intimidation of any kind whatever, nor is there any ill feeling existing.

On behalf of the weavers, and as chairman of the strike committee, I wish to inquire of your department whether the services of yourself as Deputy-Minister of Labour, or of some one appointed by the Minister, could be secured to come to Milltown, and act as conciliator under the provisions of 'The Conciliation Act, 1900.' The present position of affairs is such as to lead us to believe that the intervention of a disinterested third person chosen by the Government might result in an understanding being arrived at. It would at least bring the disputants together in conference, and ascertain whether an agreement could be arranged, either by both parties making concessions, or by reference to arbitration, or perhaps simply by a better understanding on the part of all parties concerned.

Might I ask for your early consideration of this communication, with your decision as to the request contained in it?

I am, Sir, your obedient servant,  
(Sgd.) FREDERICK A. MORRISON,  
*Chairman of the Strike Committee of the  
St. Croix Cotton Mill Weavers.*

On receipt of the request of the weavers for the intervention of the department, and having considered the circumstances of the case, Sir William Mulock, the Minister of Labour, instructed Mr. King, the Deputy Minister, to proceed at once to Milltown with a view to lending the good offices of the department. At the same time the Minister sent a communication to the company informing it that the friendly offices of the department had been requested under the Act by one of the disputants, and expressing the hope that both sides would see their way to accepting the good offices of the department, with a view to bringing about a termination of the dispute.

The following is a copy of the communication sent by the Minister of Labour to the company in this connection :—

DEPARTMENT OF LABOUR,  
OTTAWA, April 3, 1903.

DEAR SIR,—The Department of Labour has received on behalf of the weavers recently in the employ of the St. Croix Cotton Mills, and at present on strike, an application for its friendly intervention under the Conciliation Act, 1900, with a view of effecting a settlement of the present differences between the company and its employees.

The application has been made by a committee of the employees on strike, and is signed by the chairman of that committee. In his communication he points out that the towns of Milltown and St. Stephen are suffering greatly by the existing state of affairs, and that if some solution is not arrived at soon the coming summer will be one of great business depression in both those places as nearly every family is affected either directly or indirectly. He adds that the present condition of affairs is such as to lead the committee to believe that the intervention of a dis-

interested third person, chosen by the Government, might result in an understanding being arrived at.

It would appear from these representations that unless speedily terminated the present strike must necessarily occasion very great distress, and it therefore appears to me most desirable that the dispute should be settled at the earliest moment possible.

Accordingly I have instructed Mr. King, Deputy Minister of Labour, to proceed to Milltown to discuss the subject with both parties, and I take the liberty of expressing the hope that your company may see its way to join with the other disputants in accepting the services of my deputy as a friendly mediator between the parties.

I am inclosing herewith for your information a copy of the Conciliation Act, 1900, together with remarks at the time the measure was introduced in the House of Commons, from which you may be in a better position to understand the nature of the department's intervention in this matter.

Yours faithfully,

W. MULOCK.

LEWIS DEXTER, Jr., Esq.,  
Manager St. Croix Cotton Mill,  
Milltown, N.B.

### Settlement Negotiations.

Mr. King arrived at St. Stephen, N. B., on the evening of April 7, and was met at the station by the committee of the employees with whom he had a subsequent interview at the hotel. On the following morning he called upon the general manager of the company at the company's offices, and after hearing the representation of the company in the matter, arranged for a joint conference between the company and the committee of the strikers. This conference was held on the morning of the same day in the general manager's office. The general manager, and two of his superintendents were present as representatives of the company, and the chairman and two other members of the committee as the representatives of the strikers. At this conference the books of the company were produced, and an examination made of the facts bearing on the case. It was seen that the periods during which the wages of the employees had been lowest, were also the periods of least favourable production for the company. From the examination of the wages earned by a number of the weavers selected by the committee representing them, it was further shown that on the whole there had been an upward tendency in the amounts of their remuneration in the month and a half prior to the strike. Explanations were made by the management

of changes in schedule rates which had been posted, and which some of the employees had supposed necessitated a reduction in their total earnings. Other points of less importance were also frankly and openly discussed.

A mass meeting of the strikers had been called in the local armoury for the afternoon, at which the results of the morning's conference were to be made known. At this meeting the situation was reviewed by the deputy minister and by the members of the committee, and after an open discussion a secret ballot was taken by which it was decided that the strike should be declared off. This decision was come to in virtue of the explanations which had been made, and of the undertaking on the part of the company not to discriminate against any of its employees for having taken part in the strike and its promise to be willing on any future occasion where difficulties might arise, of which a satisfactory adjustment could not be made by the superintendent, to discuss these matters with a committee of its employees.

An incident of importance in connection with the strike, and which may have helped in part to precipitate it on the day it occurred, was the hasty language used by a subordinate overseer in treating with the men when they were assembled together prior to going on strike. The admission on the part of the company that these words were unjustifiable, and that they contained an element of provocation, went a considerable way in reconciling the employees to return to work.

### Amicable Relations Maintained.

It should be mentioned in connection with this strike that from the outset there appeared to be little or no evidence of any personal ill-feeling or animosity between the parties, nor was there any ill advised action on the part of any of the strikers or their sympathizers. This fact, and the excep-

tionally friendly spirit in which the joint negotiations were carried on, as well as the readiness of both parties to explain the situation fully to the government's representative, and to afford him every facility in his work had much to do with the fact that little time beyond a few hours was necessary to effect a settlement after proceedings had once been commenced with this end in view. As evidence of the kind of feeling which is the best guarantee of the friendly relations between the parties might be mentioned the fact that, after the settlement of the strike, the committee of the strikers who in the morning had met with the committee of their employers to discuss the questions in dispute accompanied the same committee through the mills, when, at the courtesy of the general manager the deputy minister was shown over the premises.

### Unfortunate Consequences of Strike.

On the morning after the settlement, practically all of the employees who had not left for other parts during the strike returned to work and the operations of the mills were continued as prior to the strike. An unfortunate consequence, however, of the strike was that in all about 100 weavers had left during its continuance for the United States to secure employment in the mills there. Each day of the strike was adding to this number, and the fact that many of these men were securing permanent employment in the United States made its termination a matter not only of very material importance to the company, but also to the country as well. Some of those who left during the strike returned after its settlement, but at the end of the month there were still a number who had not come back to this country.

## SETTLEMENT OF STRIKE OF HAWKESBURY LUMBER MILL EMPLOYEES UNDER CONCILIATION ACT.

On Friday, April 9, 1903, about 250 employees of the Hawkesbury Lumber Company, at Hawkesbury, Ont., went on strike because of the refusal on the part of the Company to accede to certain demands which were made upon it by the local union of which the employees were members. The union to which the employees in question belong is known as 'The National Labour Union of Hawkesbury.' It is a general labour union and is composed of employees belonging to different trades and working in different establishments. At a special meeting of this union held on the April 2, a schedule of wages covering rates for the several classes of labour employed in the mill was drawn up and a demand was made on the company that these rates should be paid for the season of 1903. It was also demanded that union men be employed in preference to non-union men and that in future only two days'

pay should be retained by the company. An answer was requested for Wednesday, April 8, and a satisfactory reply not having been obtained a strike was declared.

### The Nature of the Demands.

The company owns two mills at Hawkesbury and a large percentage of its employees work in the mills during the spring and summer months and in the woods in the fall and winter. The mills had resumed operations only a few days before the demands of the employees had been made, and at the time of commencing operations a reduction in the number of hours from 11 to 10 per day and an increase in the customary rates of wages of some of the employees had been granted by the company. The custom, moreover, adopted in previous years of retaining one week's pay until the end of the season was abandoned, and only the practice of making payment for services of

the previous week at the end of the week following continued. To the demands, therefore, of its employees for an increase in wages and other conditions the company replied that it had gone as far in this direction as it was in a position to do. The detailed schedule of rates was subsequently abandoned and there was substituted for it a minimum wage of \$1.25 per day. To this the company pointed out that there was a general demand for good labour at \$1.25 or more, and that men who were not receiving that amount were really not capable of earning it. To the request that union men should be employed in preference to non-union men, the company contended that in their employ were a large number of men who did not belong to the union and that any agreement on its part to a demand of this kind was manifestly unfair to the men in its employ who did not belong to any organization.

#### **Incidents of the Strike.**

The company's mills are situated on an island, and at the time the strike was declared only the employees of one of the mills went out; the other mill was worked by a number of men who did not belong to the union and who happened to live on the island. One of the first acts of the strikers, after the time the strike was declared, was an attempt to prevent the company from carrying on its work. They took possession of the ferry and posted a crowd on the bridge between the mainland and the island in order that no one might cross to or from the island. On Saturday morning a posse of special constables, led by the deputy sheriff and county constable, tried unsuccessfully to open a passage to the mill, the men in the crowd resisting them with stones and clubs. This and other actions of a threatening nature on the part of some of the strikers spread considerable alarm through the village lest serious riots might result and in order to avoid the risk of rioting on Monday,

the company on that date closed the mill which had remained open. It also brought about 50 detectives from Toronto and Montreal to protect its property. For a time there was some talk of calling out the militia, and the strike, which at its inception did not involve a large number of men and which for other reasons might have been comparatively unimportant, assumed an aspect so serious as to make it one of the most unfortunate disputes of the year.

#### **Intervention of Department of Labour.**

Efforts on the part of disinterested parties to bring about a settlement of the differences between the strikers and the company having proved unsuccessful, the intervention of the Department of Labour, under the Conciliation Act, was requested by Mr. Proulx, member of parliament for the county, and on Tuesday morning, Mr. King, Deputy Minister of Labour, was sent by the minister to lend the friendly offices of the department with a view of bringing about a settlement of the matters in dispute. Upon arrival at Hawkesbury, Mr. King met a committee of employees on strike and also the managing director and secretary of the company, and after one or two interviews with each of these parties a basis of settlement was arrived at which was communicated to the company by letter and acceded to in a written reply. The contents of the Deputy Minister's letter and the reply of the company were submitted to a mass meeting of the strikers, called for six o'clock, p.m., of the same day, and at this meeting it was unanimously decided that the strike be declared off on the basis of the terms agreed to by the company in reply to the communication of the Deputy Minister of Labour. It was further arranged that the strikers should return to work on the following day.

#### **The Terms of Settlement.**

The following are copies of the communications between the department and the

company, of the terms on which the settlement was based :—

HAWKESBURY, ONT., April 14, 1903.

DEAR SIR,—From the interviews which I have had to-day with the committee managing the present strike, I am of the opinion that a settlement of the strike could be effected if your company would agree to the following :—

1. The company to reinstate all employees in their positions held previous to the commencement of the strike.

2. The company to allow its employees full liberty to become members of a labour organization, as in the past, if they so desire.

3. The company not to retain pay due on account of services for a longer time than three days.

I shall be pleased to hear at once if these terms are acceptable.

Yours truly,  
W. L. MACKENZIE KING,  
Deputy Minister of Labour.

HAWKESBURY LUMBER CO., LIMITED,  
Hawkesbury Mills, Ont.

HAWKESBURY MILLS, ONT., April 14, 1903.

DEAR SIR,—We are in receipt of yours of the 14th, and the same is satisfactory, and we hereby agree to same.

We are at all times satisfied to allow our employees to join labour organizations, but prefer their not doing so.

We fully appreciate the trouble you have taken in this matter.

We are, Yours truly,  
Hawkesbury Lumber Co., Ltd.,  
R. L. BLACKBURN,  
Secretary.

W. L. MACKENZIE KING,  
Hawkesbury.

On the day following the settlement, the mills were reopened and the employees taken back by instalments.

### DECISION IN THE CASE OF THE ALLEGED COMBINE OF COAL DEALERS AT BRANTFORD, ONT.

In connection with the stringency in the Canadian fuel supply during the past eight months, arising out of the strike of coal miners in the anthracite regions of Pennsylvania, a very important development was that which took place at Brantford, Ont., in January last, when an action was brought before the Police Magistrate of that city against a number of coal dealers, known as the Ontario Coal Association, for alleged conspiracy to lessen competition in the purchase and sale of coal. As the members of the Association represented a number of leading coal firms in different cities of the province, the interest of the case was by no means local. The result of the action then brought was a reference for further trial at the spring assizes. On April 16, accordingly, the matter came up again for decision before the Honourable Justice R. M. Meredith, who found the president and directors of the association guilty of the charge alleged. Although the decision is not to be considered as final, an appeal to a higher court having been announced as pend-

ing, the verdict of the court represents an important stage in the progress of proceedings in a case which is of very general application.

#### Further Evidence Adduced.

The proceedings of the trial opened with the acceptance of the evidence taken before the Police Magistrate of Brantford in January last,\* which was allowed to constitute the entire body of testimony for the prosecution. One additional witness was called by the defence, namely, Mr. John Mann, a retail dealer in coal in Brantford during the past thirty years. The witness stated that if wholesalers were allowed to sell direct to consumers, and especially to the large manufacturing concerns, the result would be to seriously injure the retail trade. Further evidence was concerned with conditions in the coal trade during the autumn and winter months. The witness had never sold coal at an unfair profit, though it would have been possible to sell it at a very high price. Although he was a member of the Ontario Coal Association he had never received a 'look-out' list and knew little about the workings of the organization.

\* A full report of this evidence will be found in February and March issues of the *Gazette* at pages 623 and 689 respectively.

### Argument of Counsel.

In summing up the case for the defence, counsel representing the Association contended that no evidence had been offered to show that the Association had attempted to fix coal prices. The high prices of last fall were due entirely to the recent strike. The Association, he contended, was a perfectly legitimate one, and the only controversy possible was whether or not its constitution or by-laws were legal. In proof that the by-laws were not illegal he submitted that the object of the Association was not open to attack, in that it simply implied that its members refused to buy from those wholesalers who sold direct to consumers.

### Finding of the Court.

During the summary of counsel, His Lordship offered a remark to the effect that the Association had resorted to intimidation to prevent competition, the letter of the President of the Association to the manager of the T. H. & B. Company being considered by the Court in the light of that offense. His Lordship also stated that there was no doubt but that the company had been formed to prevent competition. In delivering his final

decision His Lordship, in referring further to the question of the existence of a conspiracy, expressed his belief that it had been entered into by those belonging to the Association through ignorance of the true bearing of the law upon the subject. It was a very important case, however, and one that had no parallel. He believed, in consequence, that it would be advisable to take it to the higher courts. He accordingly gave a finding of guilty under sub-section D. 520 of the Criminal Code, which provides that all companies unduly formed to lessen competition were illegal. As far as the President of the Association was concerned he considered that he had acted in good faith, and no doubt thought that he was working within the law. The imposition of a penalty was suspended in order to give opportunity for an appeal to the higher courts as suggested.

### An Appeal Announced.

The President of the Association announced later that the appeal referred to would be made and that the co-operation of other similar organizations in other trades would be asked in order to secure the establishment of a record.

## TECHNICAL EDUCATION IN CANADA.

Although comparatively little has as yet been accomplished in Canada with respect to technical education, there have recently been indications of a rapidly growing interest in the subject throughout the country, evidenced chiefly in the number of new technical institutions in various parts of the Dominion for the establishment of which there are at present fair prospects. In the report of the United States Commissioner of Labour on trade and technical education, which formed the subject of a special article in the *April Gazette*, an account is given of the following Canadian schools of this class: the Ontario Agricultural College at Guelph, schools of arts and manufactures of the

province of Quebec, the Central Ontario School of Art and Industrial Design, Toronto, the Toronto Technical School, and the Canadian Horological Institute, and in view of the general interest in the subject above mentioned, the following special reference to this portion of the report has been reserved for separate publication.

Under each of the headings below the U.S. report is authority for the statements quoted.

### The Ontario Agricultural College.

The Agricultural College, which was established by the Ontario Government, in 1874, at Guelph, provide instruction in all subjects usually taught in such institutions.

The portion of its work that comes particularly within the scope of technical education, is the dairying branch. This aims to give a thorough training in everything relating to the dairying industry, including butter and cheese manufacture, the pasteurization of milk, the feeding and management of cows, &c.

There are also provincial dairy schools at Strathroy and Kingston, which offer courses similar to those at Guelph.

### **Schools of Art and Manufactures in Quebec**

In 1872 seven schools of art and manufactures were established in the province of Quebec by an Act of the legislature. These are situated in Montreal, Quebec, Lévis, Sherbrooke, Sorel, Three Rivers and St. Hyacinthe. They are under the control of a council of Arts and Manufactures, composed of seventeen members appointed by the Lieutenant-Governor. The Commissioner of Agriculture and Colonization, the Provincial Secretary and the Superintendent of public instruction are, ex-officio, members of this council. The subjects taught vary considerably in the different localities, and include free-hand, mechanical and architectural drawing, modeling, plumbing, and boot and shoe making. In addition to these, decorative painting, lithography and ladies' dressmaking are taught at Montreal. The aim of the schools is to instruct apprentices and workmen chiefly in the mechanical and building trades in subjects connected with their occupations, information with regard to which would be difficult or impossible to acquire in the shops. The course in boot and shoe making is especially adapted for those in the cutting departments of boot and shoe factories. The schools at Montreal, Quebec, Lévis and Sherbrooke are reported as in a specially prosperous condition.

### **Schools of Art in Ontario.**

The Central Ontario School of Art and Industrial Design, many of whose graduates now

occupy good positions both in Canada and the United States, receive small grants both from the province and the municipality, but more than half of its income is derived from tuition fees. The work of the school is especially adapted to those whose business requires a knowledge of art. The instruction embraces drawing of all kinds, geometry, wood carving, lithography, modeling in clay and painting. In addition to the Central Ontario School of Art and Design, there are five other similar institutions, partially supported by government grants, at Hamilton, Kingston, London, Ottawa and St. Thomas.

### **The Toronto Technical School.**

The Toronto Technical School, which was opened in 1892, was the first of its kind in Canada. Its classes are held in the evening, and it is entirely free, the cost of its maintenance being borne by the municipality. The school is under the control of a board of management composed of the mayor of Toronto and the representatives of the city council, Trades and Labour Council, Society of Stationery Engineers, Architects' Association of Ontario, manufacturers and educationalists. The object of the institution is to promote a knowledge of scientific facts among artisans and working people, and it has received the cordial support of labour organizations in the city.

In a recent year the number enrolled in the school was more than 100. The regular courses of study include physical science, machine construction, architecture and building construction, chemistry, free-hand drawing and design. In addition to these there are special courses in domestic science, mineralogy, geology and metallurgy, and electricity, steam and gas engines.

### **The Canadian Horological Institute, Toronto.**

The Canadian Horological Institute, which is situated in Toronto, Ontario, is a private school, devoted exclusively to the teaching

of watch making and repairing. Its income is derived from tuition fees and receipts from repair work. It has three courses of study: a full course of two years for beginners without any previous experience, an intermediate course of eleven months for those who have had several years' experience at the trade, and an improver's course for those who have completed their apprenticeship. The school has a yearly attendance of between 15 and 20 pupils, and is conducted by a practical workman, the only instructor.

### Recent Progress of Technical Education in Canada.

In addition to the above schools, which are the only ones mentioned in the report of the United States Commissioner of Labour, there are at present technical schools at Brantford and Woodstock in Ontario. In the former town wood-working only is taught, but at the Woodstock school instruction is also given in iron lathing. The income of the Brantford technical school consists of \$1,000 from the Ontario Government, \$600 from the Public School Board, \$300 from the Collegiate Board and \$100 from the Separate School board. The Minister of Education for Ontario proposes to ask this year for a grant of \$20,000 for technical education, an increase of \$5,000 over last year. Steps are being taken at the present time toward the establishment of a technical institute at Montreal, and a meeting of representatives from the leading commercial and educational bodies of Montreal was held on February 6 of the current year, when an executive committee was appointed for the purpose of organizing a technical institute, and obtaining its incorporation from the provincial Government.

### Attitude of Trade Unions.

The attitude of labour unions in Canada toward the subject of technical education is shown in a resolution which was passed by the Trades and Labour Council of Toronto,

in September 1900, and approved by the Trades and Labour Congress of Canada, from which the following extract is taken:

'Whereas the Toronto Trade and Labour Council, composed of delegates representing 50 organizations of the various trades and callings of the city of Toronto, and the Trades and Labour Congress of Canada, representing the workers in general of the whole Dominion, have always supported and are in favour of technical schools, the purpose of which is the training and education of artisans, mechanics, and wage workers generally in such subjects as will promote a technical knowledge of mechanical and manufacturing arts, and affording such instruction in those branches of science and applied art as is required by the various industrial pursuits of the masses of the people, and especially calculated to benefit those engaged in the manufacturing industries or artisan occupations:

'Be it resolved, That the Toronto Trades and Labour Council and the Trades and Labour Congress of Canada have always been and are still opposed to the introduction into our public educational institutions of any system of industrial or manual training wherein is taught the use of tools used in the trades, or which embraces the imparting of practical knowledge of such trades to the pupils of such institutions, inasmuch as we regard such systems as a serious menace to the interests of the already underpaid and generally handicapped mechanic, and believe that such innovation would still further endanger the position at present occupied by the skilled worker in his efforts to better his condition.'

Notwithstanding this opposition of the labour bodies, however, manual training classes have been introduced within the last three years into a large number of public schools, chiefly in Ontario, but also to a smaller extent in other provinces. The object of manual training is not the same as that of a trade school, although, both being concerned with the use of tools, they are to this extent akin. The assertion that manual training merely develops the use of the hand and eye, and does not attempt to teach a trade is now being more carefully considered by labour organizations. For example, on March 5, of the present year, a report was presented to the Trades and Labour Council of Hamilton, by a committee charged with investigating the question of manual training and technical schools, which showed some modification of the general sentiment of opposition among trades unions. In its report the committee stated that 'the principal objection to manual training from the standpoint of labour organizations has

come from the carpenters and other wood-working trades, the members of which have had reason to fear that the schools may be used to turn out a number of half-trained workmen who will overcrowd their particular crafts and be ready to step into their places in the event of a strike. It is probable that, since the more general use of machinery, there is less ground for this objection than formerly, but it still has a certain amount of weight.\* The report also contained the

following recommendations ; that the council declare :

'1. That it is opposed to the plan now under consideration to introduce manual training into the Collegiate institute, to be available only to a limited number of the pupils of that institution and of the higher grades in the public schools.

'2. That if manual training is to be a feature of the public school system, it should be introduced in the primary classes, and be available for all the pupils of the same grade.

'3. That the money which it is proposed to expend on manual training could be used to better advantage in the establishment and maintenance of a technical school.'

The committee also recommended that every effort should be made to bring about technical education in Hamilton.

### ANNUAL MEETING OF EMPLOYERS' ASSOCIATION, TORONTO.

The first annual meeting of the Employers' Association of Toronto was held in the association's offices on the evening of Thursday, April 2. \*The Association comprises over twenty-five different branches of industry, including nearly all of the leading establishments of the city of Toronto, which collectively employ a very large percentage of the industrial population. As announced at the meeting, it is intended to establish similar associations throughout Canada, and as the number grows to inaugurate some plan of general federation.

#### The Secretary's Address.

The Secretary of the Association, Mr. E. W. Day, defined with clearness at the meeting the part which it was the intention of the Association to take in the industrial development of the future in the city of Toronto. Associations of employers, it was stated, were now a necessity, owing to the rapid development of organized labour

and the attitude of the latter towards society. The resolution which was discussed, though not passed, at the last meeting of the American Federation of Labour, and which recommended the overthrow of the wages system and the establishment of an industrial co-operative democracy, was referred to as illustrating a marked tendency of the day. Though conditions were less acute in Canada than in many parts of the United States, the Canadian labour unions, according to the secretary, were assuming a very dictatorial attitude, and the breach between employers and employees was widening. The system, under which employers had nothing to say as to whom they hired, as to the hours to be worked or as to the wages to be paid, was in direct opposition to the best interests of the country. Capital, he stated, was seeking investments in bonds and securities at a very low rate rather than risk it where labour now makes its returns uncertain, and this in spite of the unlimited undeveloped resources of Canada. The attitude of labour unions to non-union men was also referred to in terms of condemnation. With labour organized and capital unorganized the situation, according to the secretary, was an unequal one.

\* A full report of the meeting at which the Association was organized on October 14 last, together with the text of the constitution of the Association, was printed in the *Labour Gazette* for November, 1902, page 374.

## THE AGRICULTURAL INDUSTRY IN NEW BRUNSWICK.

The fifth of the series of bulletins now being issued by the Census Department of the Dominion, in special reference to the agricultural industry in Canada was published during the month of April, and presents returns for the province of New Brunswick along lines similar to those adopted by the department in the earlier issues.\* Statistics are given relative to agricultural areas, fruit growing, field crops, live stock and agricultural values. As in the previous tables, the returns have been compiled to show statistics of areas of 5 acres and over as farms and of areas under 5 acres as lots, together with the total of both classes. Every care has been exercised to make the returns as thoroughly complete and reliable as possible, and the following synopsis of their leading features is, in spite of the comparative unimportance of the industry in New Brunswick, of general interest in connection with the subject as a whole.

### Agricultural Areas.

New Brunswick has an area above tide level of 17,910,498 acres, of which 47,232 acres are water surface. Of the land, 24·87 per cent is occupied as farms and lots, the average size of the latter being 1·76 acres, and of the farms 126·64 acres. There are 2,532 lots and 35,051 farms, of which 22 per cent are from 11·50 to 50 acres, 36·79 per cent are from 51 to 100 acres, 25·03 are from 101 to 200 acres, and 12·15 per cent are 210 or more. The farm lands owned amount to 96·10 per cent of the whole, while of the lots, 86·74 per cent is owned, the balance in each case being leased or rented. Almost the whole extent of the land in lots is in an improved state, but of that comprised in farms, 68·33 per cent. is unimproved, con-

sisting of 2,561,392 in forest and 471,930 in various conditions unfit for cultivation.

### Fruit Growing.

The number of acres in orchard in New Brunswick is, 889 of which only 191 acres are on lots. This shows a decrease of 366 acres in the decade, though the land under vegetables and small fruits has increased from 109 acres to 4,380 acres. Compared with the former census year the crop of apples showed an increase of 93·83 per cent. of peaches, 42·86 per cent, pears 190·63 percent, plums 22·54 per cent, cherries 240·56 per cent, and grapes 27·70 per cent. The crop of other fruits shows a decrease of 85·58 per cent. Apple trees yielded an average of over 1 bushel per bearing tree, peach trees about  $\frac{3}{5}$  of a bushel, pear trees  $\frac{1}{3}$  of a bushel, plumb and cherry trees about  $\frac{1}{4}$  of a bushel, grape vines  $6\frac{1}{3}$  pounds. The total number of bearing and non-bearing apple trees in the province was 675,364, of peach trees 333, pear trees 2,500, plumb trees 33,271, cherry trees 34,570, other fruit trees 15,796, and of grape vines 753.

### Field Crops.

Hay, oats, wheat, buckwheat and potatoes constitute the chief field crops of New Brunswick, occupying 97·76 per cent of the whole area devoted to field culture in 1900. Of these hay occupied 61·24 per cent, oats 20·83, wheat 3·01, buckwheat 8·19, and potatoes 4·49 per cent. The area in hay has increased from 470,834 acres to 549,538 acres, and the yield from 476,069 tons to 512,584 tons in the decade. Wheat also shows an increase from 17,306 acres with a yield of 209,809 bushels in 1890, to 26,990 acres with a yield of 381,699 bushels in the last census year. The area of land in crops in 1890 was 133,816 acres less than that in 1900.

\*Statistics for the provinces of Prince Edward Island, British Columbia, Nova Scotia, Manitoba and the North-west Territories have already appeared and have been referred to in the January, February, March and April numbers of the *Gazette* respectively.

The following table shows the average yield per acre of the principal crops for the harvests of 1890 and 1900 :

	1900.	1890.
Wheat.....bush.	14·14	12·12
Oats....."	25·76	19·25
Potatoes....."	115·28	113·06
Hay.....tons	0·93	1·01

### Live Stock and Animal Products.

An increase in horses, cattle, swine and poultry, with a slight decrease in the number of sheep, is indicated in the census bulletin during the decade. The averages in round numbers of live stock on each farm are horses, 2; milch cows, 3; other horned cattle, 3; sheep, 5; swine, 1, and poultry of all kinds, 19. There was a decrease in the number of cattle, sheep and swine killed or sold for slaughter or export. Statistics of wool show that the farmers are disposing of the coarse wool breeds and acquiring the fine wool varieties in their place. The production of home-made butter has increased 44,265 pounds. The number of creameries has also increased by 18 during the decade, and their output is valued at 29 times more than 1890. A production of 3,120,012 dozen eggs, valued at \$372,745, is recorded.

### Agricultural Values.

The bulletin shows a total valuation for farms and lots in the province of \$38,708,938 for lands and buildings; \$3,662,731 for implements and machinery; \$8,966,642 for

live stock and \$12,894,076 for crops and animal products of the census year. The total value of farm property is \$50,506,018, of which sum land represents 44·08 per cent, buildings 32·33 per cent, implements and machinery 7·17 per cent and live stock 16·42 per cent. Thus the average New Brunswick farm, which consists of 126·64 acres, whereof 40·10 acres are improved, and 86·54 unimproved, is valued at \$1,440.93, made up of \$1,101.10 for land and buildings, \$103.32 for implements and machinery, and \$236.51 for live stock. Thus the aggregate return of the average farm in New Brunswick is \$360.09, or 24·99 per cent of the investment.

Other statistics of agricultural valuation in New Brunswick contained in the bulletin are the following :—

The average value of horses on farms per head is \$68.17, milch cows \$20.68, other horned cattle \$10.07, sheep \$2.95, and swine \$7.77; and the average value of horses per farm is \$108.67, milch cows \$62.54, other horned cattle \$33.02, sheep \$15.21, swine \$11.13, and poultry and bees \$5.94.

In the value of dairy products is included the milk and cream sold to cheese and butter factories, amounting to \$203,552. There were in operation in the province during the census year 66 factories, of which 6 made cheese and butter, 47 made cheese only, and 13 made butter only. The cheese product was 1,851,167 pounds, worth \$182,859, and the butter product 287,814 pounds, worth \$58,589, making a total value of \$241,448. In the former census year there were 9 cheese factories and one butter factory in the province, and the total value of product was \$29,152. The increase in the value of factory dairy products from the year 1890 to the year 1900 in New Brunswick was therefore \$212,296, or 728 per cent.

The rent value of leased farms is 50 cents per acre, and the rate of wages for farm labour is \$5.32 per week, including board.

## THE LABOUR SUPPLY AND OTHER CONDITIONS IN THE METAL TRADES OF ONTARIO.

An alleged scarcity of skilled labour in the metal trades of Ontario, more particularly in the branches using iron as their raw material, has been a prominently discussed subject throughout the province since the opening of the present season, the marked activity at present prevailing in the trades in question, together with the important measures advocated in connection with the condition alleged to exist, and the diverse representations of the parties chiefly concerned,

making the matter one on which accurate information was important to obtain.

### Departmental Inquiry.

With the object of being able to supply some definite information on this subject, the Department of Labour, about the middle of April, addressed a communication to the correspondents of the *Labour Gazette* resident in the various cities of the province, with a request that they

should make a special investigation into conditions existing in their respective localities in the particular trades in question and submit a brief statement thereon to the department. In preparing their statement on the situation the correspondents were directed to visit as many as possible of the representative metal manufacturing establishments of their locality, and to secure information from both employers and employees on the subject, having reference in particular to the following points:—(1) The supply of labour in the several branches of the metal trades; (2) the prevailing rates of wages as affected by present conditions and as compared with previous seasons; (3) any special effort being made to meet any scarcity which might exist; (4) the general conditions of output and production; and (5) the effect of conditions in the metal trades upon other branches of industry. Replies have been received from the twelve *Gazette* correspondents in Ontario and the most salient features of these will be found under the final heading of the present article.

### The General Situation.

On the whole it was found difficult, in view of the divergencies in opinion expressed on the subject and of the varying nature of the conditions, to submit any statement that will apply accurately to the entire province. This was evidenced in chief by the different attitude of employers and employees as expressed in connection with the proposition of the former that the Government of Ontario should take active steps to alleviate the stringency alleged to exist. The proposition to this effect was first brought to the attention of the Provincial Government by a deputation of leading manufacturers from various towns in the Province, who stated that there was employment at present in the country for 5,000 skilled mechanics without reference to further business expansion and the establishment of new industries. In reply to

this, on the other hand, a large deputation from the District trades council of Toronto waited on the Premier of the Province and contended that there were already sufficient skilled workmen in Ontario for all present requirements, and that to import an additional supply would have the effect of unduly increasing competition and lowering wages in the trades in question.

The action of the Canadian Manufacturers' Association, in securing information on this subject, may also be referred to in this connection, the Association reporting that additional skilled mechanics to the number of 8,326 were needed in Ontario, of which 2,932 were stated to be required in the iron and steel industries alone. In addition, 37 firms replied to the association that they required labour but did not state the number of mechanics.

Without attempting to analyse the statements received from correspondents to the *Gazette* as published below, it will be seen that very widespread activity at present prevails in the metal trades in Ontario; that the production in the trades in question has been and continues on a heavy scale, and that the tendency in wages where affected has been uniformly upward.

### Reports of Gazette Correspondents.

The following is a resume of the special reports received from the correspondents of the *Labour Gazette* in this connection:

*Ottawa.*—Normal conditions prevail in the metal and engineering trades, no scarcity of labour being indicated in any of the trades in question. All first-class workmen, however, in these branches are employed and activity is general. Wages are practically on the same level as last year, as only one instance of an increase of any importance was reported, namely, that granted to a small number of stove plate moulders who were raised from \$2.40 to \$2.50 per day. Employers, while

stating that they had an abundance of work on hand, said they found no difficulty in securing the necessary number of men. Blacksmiths and sheet metal workers in particular are very well employed. The number of coremakers and boiler-makers employed in the city is small, there probably not being more than one coremaker on an average in each foundry, while there are not more than 30 boiler makers in the whole city. The Ottawa Car Works, which probably employs the greatest number of blacksmiths, report every forge in operation. The moulders, machinists and sheet metal workers of Ottawa are the only branches organized as labour unions, boilermakers, blacksmiths, electrical workers, linemen and other classes being all unorganized.

*Kingston.*—Statements of employers in this city would indicate a scarcity in the following classes of skilled workmen in the metal trades—machinists, engineers, blacksmiths, boilermakers, sheet metal workers, pattern makers, coremakers, iron moulders, brass moulders, gas and steam fitters, machine men and iron workers' helpers. The Canadian Locomotive Company in particular states that it requires an additional force of over 300 men, and a number of other manufacturers have put themselves on record as to existence of a scarcity of labour. On the other hand it is the general opinion of the workmen in these branches of trade that the supply is fully equal to the demand, and that instances are not wanting of idleness of workmen in the metal trades. Rates of wages as yet have not been very perceptibly changed by existing conditions, though slight increases, compared with previous seasons, have been reported. The production of local industries cannot be said to have been affected by existing conditions other than those directly connected with labour disputes. The promotion of handymen to fill the places of strikers has been a feature in the trades referred to in consequence of the last mentioned condition.

*Belleville.*—The only branches of the metal trade affected by a scarcity of labour are the brass moulding and finishing. The number of apprentices taken on has been greatly curtailed. In the shipbuilding trades conditions were very active during the winter, but the busy season is now over. Wages are better this year than last. In the iron trades the wages paid are \$3.50 per day. In the shipbuilding trades from \$3 to \$4 are paid, both of these rates presenting a substantial increase over last year.

*Toronto.*—Great diversity of opinion prevails at this point as to the alleged scarcity of labour in connection with the iron trades, the statements of leading manufacturers being completely at variance with those of the union officials and members of the trades in question. Employers for the most part state that there is an urgent demand for skilled mechanics, including machinists, iron moulders, blacksmiths, electrical workers, structural iron workers, boilermakers and their helpers, and shipbuilders. A number of firms it is stated have resorted to advertising both in Canadian and British newspapers, and have made urgent representations to the Government as to the necessity of importing labour of this class. They have been unable, they state, to fill orders and have been obliged to refuse work owing to the impossibility of getting the help they require, and in consequence several other lines dependant on them, such as the building trades, are suffering from delays and other inconveniences. On the other hand it is asserted by union officials and members of the trades in question that a number of men looking for work in these branches have been unable to obtain it. On behalf of the machinists alone it is stated that 27 men belonging to this trade have left Toronto for the United States during the past month in order to obtain employment, and that men in good standing and competent workmen have applied to some of the firms now com-

plaining of the shortage and have been refused work. There were reports at the end of the month of more machinists leaving for Winnipeg. Electrical workers state that there is no scarcity of men belonging to their trade, and that some are now out of work. Blacksmiths and boilermakers also assert that there is no demand for men of their trade which cannot be filled at union wages. So far as moulders are concerned the situation is complicated by the fact that the union has recently made a demand for shorter hours. The trade union officers also make the general statement that in the past month large numbers of Canadian workmen, belonging to their trades, have been compelled to seek employment in the United States, owing to the difficulty of securing permanent work in Toronto, and that, though there may be at times a sudden demand for labour, the condition is of a fluctuating character and temporary scarcities which may exist in certain lines afford no guarantee of continuous employment.

*Hamilton.*—The supply of labour in the iron trades is probably adequate to the demand, except at the works of the International Harvester Company, a new establishment, which has as yet engaged only a few men. In nearly all branches of the iron trades, including structural iron workers, machinists, sheet metal workers and car factory employees, an increase of from five to twelve per cent in wages has been granted during the past year. The movement towards a higher rate is still in progress. No special effort is being made to induce other skilled or unskilled mechanics to come to this city, though when the harvester establishment opens there will be employment for a number in addition to those already on the spot. The present output and production of manufactures in Hamilton is very large, much larger than at this time last year. This activity in the iron trades has had the effect of stimulating all other branches of the metal trades to a very marked degree. At

Dundas three axe grinders, and lathe and planer hands and fitters to the number of 50 are required. A scarcity of iron and brass moulders is reported at St. Catharines.

*Brantford.*—The supply of labour in the metal and engineering trades is not equal to the demand, first-class moulders and machinists, as well as labourers, being needed in some of the factories. This, however, is a customary condition in Brantford at this season of the year, when a number of machine shops increased their working forces. In previous years the additions were secured without much difficulty. This year, however, it seems impossible to secure the men. Wages in all branches of the trade have been higher than in any previous season owing to the scarcity in question and the increased cost of living. The less skilled branches have profitted the most by this although the wages of skilled labour are about five per cent higher than last year. Customers, in consequence of the embarrassment of the factories, are compelled to wait longer for orders. Other branches do not appear to be seriously affected by the scarcity of men in the iron trades, but an interesting development within the trades themselves has arisen out of the comparative scarcity of the less skilled branches and the number of skilled men who are forced by this to act as helpers and generally depend more upon themselves than under normal conditions.

*Guelph.*—Employers in the iron trades in this city claim to require about 50 additional men composed of iron moulders, machinists, machinists helpers, and general labourers. Certain firms have found the situation more difficult than others. In one instance a strike of the past summer has left a certain amount of friction, and in another the introduction of eight or ten moulding machines has caused dissatisfaction. One firm has advertised steadily for some months for additional help without being able to obtain it. It is further stated that 100 iron moulders have left the city within the past 11 months,

though a larger number are now in employment than previous to that time. The scarcity of labour was recently most apparent among the unskilled branches owing to the beginning of out-door employment. There are probably 1,000 men and boys, including 80 journeymen iron moulders, 125 machinists, from 200 to 300 machinists' helpers, about 50 mechanics of other classes, and from 300 to 400 labourers employed in factories here in which iron is used as the raw material. Machinists and machinists' helpers have received a number of advances in wages. The rate for the former is now from \$2 to \$2.25, and the latter from \$1.25 to \$1.50 per day of 10 hours. Iron moulders receive \$2.50 per day of 10 hours as against \$2 a year ago and \$2.25 last summer. In at least one instance a firm in this city has been forced to refuse a new contract owing to the scarcity of help having reduced the capacity of its output. Complaints of unionists regarding employment have reference rather to unfair shop conditions than to rates of wages paid.

*Stratford.*—There is no scarcity of skilled labour in this city at the present time, although a few machinists could find employment. Wages, as compared with the previous season, are from 10 to 15 per cent better. Establishments have reported no difficulty in filling orders with their present force of employees, with the exception of one company which has worked overtime.

*London.*—A scarcity of labour exists in only two branches of the iron trades in this city, namely, machinists and boilermakers, and in these to no serious degree. One local firm is advertising for boilermakers. Rates of wages in all branches have been advanced owing to the increased cost of living rather than to the scarcity of labour. Thus, during the past few months, the machinists have received an advance of  $7\frac{1}{2}$  per cent, blacksmiths of from 5 to 10c. per day, boilermakers of 10 per cent. No ap-

preciable effect has been reported on output and production.

*St. Thomas.*—The larger employing establishments in the metal and engineering branches report that labour is obtainable, the chief question in agitation being the matter of higher wages in consequence of the advance in the cost of living and the general active demand for labour. The prevailing rates of wages are about 10 per cent more than last year. The general output of industries using iron as their raw material has not been affected by a scarcity of labour though all are very busy and are working to the limit of their capacity. In the general foundry line it is stated that if labour were more plentiful the output might be increased, though the present output is in advance of former years.

*Chatham.*—A scarcity of workmen is reported in the boiler shops, machine shops, moulding and blacksmiths' shops of this city, there being no men idle in these trades and employers being unable to get additional help on any terms. As the situation at present exists, however, the slightest interruption to the industry seriously handicaps production. There have been no changes in rates of wages in the past year, the rate remaining steady at from \$2.00 to \$2.25 per day. It is said that orders are being refused owing to the scarcity of men. Employers have found it impossible to get men in the iron branches from any source whatever.

*Windsor.*—The metal trades are active at the present time, both in the machine shops and at the bridge works. Employers state that they have difficulty in securing help, both skilled and unskilled men being in demand. Wages have increased by from 10 to 15 per cent since a year ago. With regard to output the situation this far has been that by working overtime all orders have been filled.

## TRADE DISPUTES DURING THE MONTH OF APRIL.

The number of trade disputes during the month of April was greater than in March, and their effects on the industrial activities of the country were, perhaps, quite as serious. In British Columbia, transportation was still considerably hampered by the strikes arising out of the dispute between the C.P. R. Co. and its employees, although the increased number of non-unionists secured enabled the Company and other firms involved to handle the freight more successfully than in March. The settlement of the trouble between the Crow's Nest Pass Coal Co. and the miners caused a revival of the smelting industry early in the month, but there was still a shortage of coal on the coast owing to the continued lockout at Ladysmith. In Montreal, great loss was occasioned by a strike of longshoremen. On the opening of navigation, it was for a time difficult, in consequence, to unload the vessels that entered the port. Building operations in Montreal were also interrupted for a great part of the month through a dispute between the building contractors and carpenters, but the disputes were satisfactorily adjusted on April 30. The loss of wages at Smith's Falls, Ont., owing to a strike of employees of the Frost & Wood Co., was severely felt by the merchants of that place. The numerous other disputes which occurred in other parts of the country were in most cases of short duration, and consequently did not result in any great loss to the community.

## Analysis of Trade Disputes of the Month.

*Number and magnitude.*—Of the fourteen disputes which were left over from March, no change was reported in nine cases. These nine involved directly approximately 3,975 men, and indirectly, 635. Of the remaining five, one was partially settled by one firm out of three granting an increase of wages; two others were settled by friendly inter-

vention of the Department of Labour; a fourth, which only concerned two branches of workers, was settled by the trade unions interested; and in the fifth, a compromise was effected. There were 23 new disputes reported during the month. Of these 7 were still in continuance on May 1. In eight cases the strikers were completely successful, two ended in favour of the employers, and in six a compromise was effected. One was brought to an end by the friendly intervention of the Department of Labour.

*Loss of time in working days.*—The approximate loss of time in working days, including only the men who were directly affected, was 76,123. In considering the accuracy of this estimate, account must be taken of the fact that many individual strikers obtained other employment, and thus their time was not wholly lost. Only a rough approximation also could be arrived at in the case of the longshoremen at Montreal, as the amount of employment of these workmen varies continually according to the number of ships in the harbour, and the amount of freight required to be moved.

*Trades affected by new disputes.*—Ten new disputes were connected with the building trades, six with transportation, three with metal industries, three with wood working, one with a textile industry, one with book-binding, and one with the tobacco industry\*.

*Causes.*—The following is a classification of the causes of the new disputes:—

For increase of wages.....	9
"    "    and shorter hours.....	5
"    "    and recognition of union....	2
"    "    and other changes.....	3
Recognition of union .....	1
Shorter hours .....	1
Non-payment of wages.....	1
Dismissal of foreman.. ..	1

\*This enumeration includes two disputes begun in March but not reported to the Department in time for reference in the April Gazette.

### Disputes Commenced Prior to the Beginning of the Month.

The following disputes, which commenced before April 1, were settled during the month:—Cotton weavers at Milltown, N.B., electrical workers at Toronto, metal workers labourers and painters at Smith's Falls, Ont., and builders' labourers at Hamilton. An account of the settlement of the dispute of cotton weavers at Milltown is given in a special article in the present number of the *Gazette*. The following is a brief account of the progress of the other important disputes which began before April 1:—

#### Strike of Longshoremen at Montreal.

The dispute between longshoremen and stevedores, under whom they worked, at the Montreal docks, which began on March 31, on a small scale, developed into the most serious strike of the month just passed. Negotiations had been going on for some time previously between the stevedores, or contractors, and the longshoremen, with a view to coming to an agreement before the opening of navigation, and the stevedores had formed themselves into an association called the Canadian Independent Labour Bureau for the purpose of securing joint action when dealing with the men. The cause of the strike was the refusal of the men to sign a contract which was presented to them by the Labour Bureau, the members of which had agreed not to employ anyone who did not sign it. The terms of the contract were as follows:—

**WAGES.**—Wood passers to receive 16 cents per hour; liners, 20 cents per hour for first grade, and 18 cents per hour for second grade. Sunday work to count double time. Night work to count time and a-half. Supper to be supplied men working all night. Men will be required to do all kinds of work on steamers and on wharfs, including erecting and removing sheds, and any other work connected therewith, and also to work in the manner directed, and when they may be required, but not to work two hours after meal hours, unless supplied with meals. Time to count when being transferred from one job to another, while working for same line of steamers.

1. In consideration of the employment and recommendation furnished by the above Labour Bureau, the undersigned hereby agrees with the Bureau to work for any firm, company or person, on the wharfs

in the port of Montreal as a ship liner during the navigation season of 1903, for the pay and on the conditions printed on the back hereof, which have been read to me, and of which I have received a copy before I have signed this agreement.

2. I further agree to carry out all regulations of my employer for the time being with cheerfulness and punctuality, and to work faithfully with any other workman, whether he be a member of a trades union or not.

In addition to the above wages, the steamship owners offered a bonus of 2½ cents per hour, to be paid through the Labour Bureau only, to men working from the opening to the closing of navigation. This bonus was disapproved of by the men who felt that through fear of forfeiting it they would be placed at the mercy of their employers, from whom they thought it came. On March 31, accordingly, forty ship liners employed on the Allan wharf refused to sign the contract and stopped work. Their places, however, were filled the following day. As navigation had not opened at that time, the other members of the longshoremen's union were not immediately affected. It was evident, however, that a general strike was threatened as soon as vessels began to arrive, if the situation remained unchanged. In order to provide against this contingency, the Montreal steamship companies decided to import labourers from England to unload their cargoes, and about a thousand men were in this way brought out under a contract for the season.

On April 14 a deputation of the longshoremen waited on the mayor of Montreal, and requested him to use his good offices to arrange a meeting between representatives of the men and of the steamship companies. The mayor at once communicated with the companies, who sent a deputation to ascertain the wishes of the men, but the negotiations that followed proved fruitless. The steamship companies, according to their practice, would only deal with the stevedores and not directly with the men, and the stevedores refused to recognize the union, on account of its being an international organization, thus preventing any negotiation with the men as a body.

A few days later ships began to arrive at the port and unloaded their cargo under police protection. On the 20th there was a small disturbance at the wharves, but the mob that had gathered was quickly dispersed. Officers of the union issued imperative orders that the union would not uphold any member guilty of any act of violence or intimidation.

On the 18th the strikers again sought the intervention of the mayor, but attempts at bringing the two parties together were again unsuccessful. On April 26 several large vessels arrived, and on the next day an attempt was made to unload the cargo of two of them. Although the original police force at the docks had been largely reinforced, the steamship authorities claimed that the city was not affording them adequate protection, and they gave notice that the city would be held responsible for damages sustained by the different companies through failure of the city to protect the men at work on their vessels. As a consequence of this notice, on April 28 the mayor called out the militia to preserve order at the wharves. Before the troops arrived, work of discharging cargo had practically stopped, but on the following day work proceeded, though slowly, on the different vessels, the non-union labourers being protected by about 1,200 troops. At the end of the month the situation was unchanged.

The strike involved a heavy financial loss to the steamship companies, owners of merchandise, and to the municipality which was compelled to pay for the support of the troops, as well as to the longshoremen and the stevedores who were directly concerned in it. The loss also to the members of the militia corps from interruption of their regular employment was another feature of the situation.

### Strike of Employees of the Canadian Pacific Railway Co.

The strike of the United Brotherhood of Railway Employees against the Canadian Pacific Railway Company, which was declared on February 27, continued throughout the month of April, with no prospect at the close of an immediate settlement of the matters in dispute. The origin of the strike, the various sympathetic strikes that sprang from it, and their effects on industrial conditions, were described in the March number of the *Gazette*. Owing to conflicting accounts it is impossible to estimate exactly the loss incurred by the community during April through this dispute. While traffic was not so impeded at Vancouver as it had been during the previous month, the difficulties of transportation caused by the strikers were not entirely removed. On April 1 the Brotherhood of Railway Employees alleged that Winnipeg wholesalers claimed to be losing hundreds of dollars every day through inability to deliver freight, and that the gross receipts of the company for the last week in March were \$15,000 less than for the same week last year. It was stated by the Canadian Pacific Railway Company that all the men who had taken the places of strikers at Calgary were paid off on the night of April 2, and on the next day all the employees who had gone out returned to work. Subsequently, however, they went out again. On April 3 a free employment bureau was opened at Winnipeg by the local branch of the brotherhood, for the purpose of securing work for their members who had struck, as there did not seem to be any prospect of the company recognizing the union.

A case which was begun in the police court at Vancouver on March 19 against the president of the United Brotherhood of Railway Employees, charged with attempting to delay the mails by inciting crews of

mail steamers to strike, was dismissed on April 6. On the previous day an important decision was given in the county court at Vancouver in another legal action arising out of the strike. A clerk who had been employed in the local freight office there sued the Canadian Pacific Railway Company for wages, but the judge held that as he was a monthly servant and had left the company's employ without notice, the company was justified in keeping back his salary. As the other strikers were in a similar position, this was regarded as a test case.

In the course of the month a number of disturbances occurred in Vancouver in connection with the strike. On the night of April 13 a prominent member of a trades union was mortally wounded by a revolver shot at the Abbott street wharf. Two arrests were made in connection with this affair.

The situation in regard to the trades unions that declared strikes in sympathy with the United Brotherhood of Railway Employees remained the same during the month, none of their members returning to work. Vessels, however, were no longer hampered by the longshoremen's strike, sufficient labour having been secured to load and unload the freight. In consequence of the teamsters' strike at Vancouver the C.P. R. Co. decided to establish a cartage service of its own. The attitude of other unions was rather confused, those whose members were in the employ of the C.P.R. Co., favouring the company and many outside ones being on the side of the strikers. The Vancouver Trades and Labour Council passed a resolution declaring 'that this council regards all efforts to replace the men now on strike in the C.P.R. shops in Revelstoke and Vancouver as being unfair, and pronounces all men who take said places as being entitled to the term unfair.' On the other hand, a document was signed on March 27 by representatives of six unions belonging to the C.P.R. shops at Vancouver declaring that no grievance existed there and consequently that the shops were considered fair by them.

### Strike of Metal Workers at Smith's Falls, Ont.

A strike of employees of the Frost & Wood Co. of Smith's Falls, Ont., manufacturers of agricultural implements, which began on March 25, lasted throughout the following month, not being terminated until April 30. The origin of the dispute was a demand made by the metal workers for an increase of 25 per cent in wages, recognition of their union and for the placing of piece-work rates on a time basis. The metal workers were immediately joined by the carpenters and labourers, who also demanded an increase in wages. The number of strikers was variously estimated, but at the beginning of April there were approximately 250 directly and 75 indirectly affected. The latter comprised moulders and coremakers, who were compelled to abandon their work on account of the labourers being out. The company offered the metal workers \$1.40 a day, instead of \$1.44, which was asked, but refused to make any changes in piece-work rates or to recognize the union. The labourers were offered \$1.30 and \$1.35 per day, an increase of 10 and 15 cents over their former wages. On April 24 the strikers decided to accept the company's terms, but on discovering that the president of their union had been discharged they went out again. On April 29 they applied to the Department of Labour for mediation, and on the following day an arrangement was reached through the aid of the Hon. Minister of Labour.

### New Disputes.

In a special article of the present number of the *Gazette* an account is given of the settlement of a strike of lumber mill workers at Hawkesbury, Ont., which occurred during the month of April, and which was brought to an end through the friendly intervention of the Department. A brief description is given below of a strike of bridge workers at Walkerville, Ont., and of trackmen employed by the Canada Atlantic Railway Company,

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, No. 31.

# TRADE DISPUTES OF THE MONTH OF APRIL.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Establishments affected.	Approximate No. of Employees affected.	Date of commencement.	Date of termination.	Result.
					Directly Indirectly			
B. Columbia	Vancouver....	Railway employees.	Refusal of company to reinstate an employee and to recognize union.	1	237	Feb. 27	.....	No settlement reported at end of month.
B. Columbia	Revelstoke....	Mechanics....	In sympathy with the striking C. P. R. employees.			Mar. 3	.....	No settlement reported at end of month.
B. Columbia	Vancouver....	Messengers....	In sympathy with the striking C. P. R. employees.			" 3	.....	" " " "
B. Columbia	Vancouver....	Longshoremen....	In sympathy with the striking C. P. R. employees.	1	763	" 4	.....	" " " "
B. Columbia	Vancouver....	Teamsters....	In sympathy with the striking C. P. R. employees.			" 4	.....	" " " "
B. Columbia	Ladysmith....	Coal miners....	Co. threatened to close mines because of formation of union among employees and discharged 7 union men.	1	700	" 11	.....	" " " "
Ontario....	Hamilton....	Leather workers on horse goods.	Demand for an increase of 15 per cent in wages.	3	35	" 13	.....	" " " "
N. Brun'ok.	Milltown....	Cotton weavers....	Refusal of Co. to grant an increase of 15 per cent in wages, or make other adjustment in consequence of alleged reduction in weekly earnings of employees.	1	165	" 16	April 8	Settled under the Conciliation Act. Minor concessions granted but no increase in wages.
Ontario....	Toronto....	Leather workers on horse goods.	Demand for an increase of wages and shorter hours.	3	53	" 16	.....	On April 5, one firm granted \$9 per week. No settlement at end of month as regards others.
Ontario....	Toronto....	Electrical workers	Dispute with Plumbers' Union over right to do conduit work.	1	8	" 17	April 9	Settled by verbal agreement in favour of electrical workers.
Ontario....	Hamilton....	Master teamsters.	Demand for an increase of 50 cents per day for driver, horses and wagon.	1	40	" 23	.....	No settlement reported at end of month
Ontario....	Smith's Falls	Metal workers, lab'rs and p't's.	Demand for an increase of 25 per cent in wages and recognition of union.	1	250	" 75	April 30	Settled by friendly intervention of department.
Ontario....	Hamilton....	Builders' labourers	Demand for increase in wages from 16c. to 20c. per hour.	1	26	" 30	"	2 A few were re-engaged at 18c. per hour. Others sought employment elsewhere.
Quebec....	Montreal....	Longshoremen....	Refusal of men to sign contract and of employers to recognize union.	.....	2,200	" 31	.....	No settlement reported at end of month.

## DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.

..... DURING THE MONTH.

Quebec.....	Roxton Falls.....	Woodworkers.....	Non-payment of wages.....	1	30	.....	April 1	No settlement reported at end of month.
Ontario.....	Kingston.....	Painters.....	Demand for increase in wages, shorter hours and other changes.	4	20	5	"	No settlement reported at end of month, but men secured work elsewhere.
Ontario.....	London.....	Boilermakers.....	Demand for increase in wages. Minimum for boilermakers, \$2.25 per day, and helpers from \$1.15 and \$1.25 to \$1.30 and \$1.40.	1	40	.....	"	1 April 2 Minimum wages of boilermakers \$2.20, and helpers \$1.30 and \$1.40 per day.
Ontario.....	Walkerville.....	Bridge and iron-workers.....	Men refused to work 10 hours per day and demanded 10 per cent increase in wages, and 9 hours per day as before.	1	207	73	"	10 Agreement signed. No change in hours or wages.
B. Columbia	Vancouver.....	Carpenters.....	Demand for \$3.20 for 8 hour day, instead of \$3 for 9 hour day.	7	280	.....	"	8 Employers' offer accepted, but men's demands gained by arbitration, April 22.
B. Columbia	Victoria.....	Blacksmiths.....	Demand for 9 hour day at \$18 per week..	7	19	.....	"	No settlement reported at end of month.
Ontario.....	Hamilton.....	Carpenters.....	Demand for increase of wages from 22½c. to 30c. per hour. Minimum 45c. per hour overtime and Saturday half-holiday	5	60	.....	"	1 Apl. 1-5 Men's demands granted.
Ontario.....	London.....	Builders'labourers	Demand for increase of wages from 20 to 22½c. per hour.	15	48	.....	"	No settlement reported at end of month.
Quebec.....	Montreal.....	Bookbinders.....	Objection of men to payment by piece-work.	22	168	.....	"	2 Apl.3-14 Men's demands granted.
Ontario.....	Ottawa.....	Railway trackmen	Demand for increase of wages.....	1	300	.....	"	No settlement reported at end of month, but men secured work elsewhere and company discharged them.
Ontario.....	Toronto.....	Picture framemakers.	Demand for increase from 25c. to 30c. per hour and 9 hour day.	1	12	.....	"	9 April 27 A compromise.
Ontario.....	Hawkesbury.....	Mill workers.	Demand for recognition of union.....	1	250	.....	"	10 " 14 Settled by department under Conciliation Act.
N. Brun'ck.	St. John.....	Labourers.....	Demand for 9 hour day instead of 10.....	1	21	.....	"	10 " 11 All but two returned to work. No change in hours.

\* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work, or have had their places filled with new hands, or where the establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected to an appreciable degree the carrying on of the industrial or business operations of the firms or establishments concerned, mention, moreover, is not made of disputes involving less than six employees or of less duration than 24 hours.

† This strike afterwards spread to other districts, the following being the dates, places and approximate numbers involved : Feb. 27, Vancouver 151, New Westminster 3 ; March 5, Nelson 40, Rossland 3, Trail 1, Robson 4, Eholt 1 ; March 9, Winnipeg 16, Calgary 18.

## TRADE DISPUTES OF THE MONTH OF APRIL.

Province.	Locality.	* Occupation.	Alleged Cause or Object.	No. of Firms or Establishments affected.	Approximate No. of Employees affected.		Date of commencement.	Date of termination.	Result.
					Directly.	Indirectly.			
DISPUTES WHICH BEGAN DURING THE MONTH— <i>Concluded.</i>									
Quebec.	Montreal.	Carpenters.	Demand for increase of wages.	1	120	....	April 13	April 30	Men's demands granted.
Ontario.	Brockville.	Longshoremen	Demand for increase of wages from 25c. to 30c. per hour for day work and from 35c. to 40c. for night work.	2	16	....	" 13	" 16	"
N. Brun'ek.	St. John.	Dock labourers	Demand for increase of wages.	1	20	....	" 14	" 15	Wages increased from 17½c. to 20c. per hour and time allowed for shunting.
Ontario.	Toronto.	Painters.	Demand for increase of minimum wages from 30c. to 35c. per hour.	45	300	....	" 15	" 16	Men's demands granted.
Ontario.	Toronto.	Bricklayers	Dismissal of foreman.	1	30	....	" 16	" 20	Foreman reinstated.
Quebec.	Montreal.	Carpenters.	Demand for increase of wages	16	600	....	" 23	" 30	Men's demands granted.
Ontario.	Hespeler	Woollen Mill workers.	Demand for week of 55 hours instead of 60 with same wages.	1	306	....	" 23	" 24	Company's terms of 57 hours per week accepted. Work resumed April 27.
Ontario.	Toronto Jctn..	Electric Railway men.	Demand for increase of wages from \$35 to \$42 per month.	1	160	....	" 23	" 24	Wages increased to \$40 per month.
Ontario.	Windsor, &c.	Railway trackmen	Demand of increase in wages from \$1.30 to \$1.40 per day.	1	12	..	" 25	.....	No settlement reported at end of month.
Ontario.	London.	Cigar-makers.	Reduction of wages.	1	30	....	" 27	.....	"

which were two other of the most important disputes of the month.

### Strike of Bridge Workers at Walkerville Ont.

Towards the end of March the Canadian Bridge Company of Walkerville, Ont., notified their employees that on and after April 1, ten hours would constitute a day's work, instead of nine, and that their pay would be correspondingly increased. On account of this order, about twelve machinists of the company stopped work on March 31, and on the following day were joined by the majority of workers in other branches of the plant, and a formal strike was declared against the company. The total number of strikers amounted to 207. In addition to these, about 73 other employees were indirectly affected by the almost complete closing up of the works. On April 2 a committee of the men waited on the president of the company and demanded an increase of ten per cent in the wages of all the employees with a nine-hours' day as before. The increase in pay was refused, but the company agreed to restore the day of nine hours. This offer was rejected by the strikers and negotiations were discontinued for a time. During the course of the week the company advertised for new workingmen, and secured the services of a number of non-unionists, who kept a portion of the works running. On April 9 a small disturbance occurred in Detroit, when a party of non-unionists, who lived there, were on their way home. About ten arrests were made in connection with this affair, and the company closed its plant in order to prevent any further trouble of the kind. Negotiations to end the strike were then resumed, and on April 11 a compromise was effected through the friendly intervention of the Mayor of Walkerville and Mr. R. L. Sutherland, member of parliament of that district. According to the agreement, the men returned to

work with the same wages and hours as before.

### Strike of Trackmen of the C.A.R. Co.

On April 6 the trackmen in the employ of the Canada Atlantic Railway Co. declared a strike, owing to their demand for higher wages having been refused. The pay they had been receiving was \$1.25 and \$1.35 per day for labourers and \$1.80 for foremen. The amount they asked was \$1.40 for labourers and \$2 for foremen. In addition to their wages, the company rented houses to their employees at the nominal sum of \$4 or \$5 per month, and supplied them with light and fuel free. The company had adopted the practice of increasing the pay five cents a day every year, and this was done on the April 1. On Thursday, the 2nd, a grievance committee of the men waited on the chief engineer of the company and presented their demands to him. Negotiations had also been conducted with the president of the road. The general manager, however, was absent from Ottawa at the time, and the men were asked to wait until his return. As the president of the company had not conceded their demands, the employees did not consider that anything would be gained by delay, and accordingly an order to strike was issued on April 2, to take effect on the 6th of the month. The company offered \$1.25 per day for trackmen and \$1.80 for foremen, but the strikers would not accept less than \$1.30 and \$1.85 respectively.

The number of men involved in the dispute was about 325, including the majority of trackmen in the service of the company. The company refused to have any further negotiations with the men until they returned to work, measures being taken to keep the tracks in order by other means. In the course of the month most of the strikers secured other employment, and there was no change in the situation. On April 8 two switches on the line were tampered with and

some lights were turned out, but were discovered in time to prevent any accident. The union strongly repudiated any connection with these actions, and offered a reward for the conviction of the culprits similar to that offered by the company.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada which began or were in continuance during the month of April, and which have been reported to the department.

UNIONS FORMED DURING THE MONTH OF APRIL, 1903.

The Department has received notice of the following organizations as having been formed during the month of April 1903 :—  
*Nova Scotia :*

Halifax — Teamsters and Stablemen's Union.

*New Brunswick :*

St. John—Horseshoers.  
“ Plumbers.  
“ Electrical workers.

*Quebec :*

Montreal—Ceramic, Mosaic and Encaustic' Tile Layers and Helpers Union.  
“ Fitters and Fire Appliances.  
“ Barbers.  
“ Stone Carvers.  
Quebec—Electrical Workers.

*Ontario :*

Toronto—Ornamental Iron Workers.  
Hamilton—Tailors.  
Brantford—Team Drivers' Union.  
Niagara Falls—Building Trades Council.  
Owen Sound—Plumbers.  
“ Longshoremén.  
“ Federal Labour Union.  
“ Woodworkers.

St. Marys—Quarrymen.  
Strathroy—General Labourers.  
Collingwood—Painters.  
Walkerville—Bridge Workers.  
Kingston—Team Drivers.

*British Columbia :*

Cumberland—Miners.  
New Westminster — American Labour Union.  
“ Barbers.  
Vancouver—Mill Workers.

*Canada :*

Postmen's Federation.

ENFORCEMENT OF FAIR WAGES  
RESOLUTION BY POST OFFICE  
DEPARTMENT, APRIL, 1903.

During the month of April the following orders were given by the Post Office Department for the supplies below mentioned. All were given subject to the regulations for the suppression of the sweating system, and securing payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions :—

Nature of Order.	Amount of Order.
Making and repairing metal dating and other hand stamps; also, type and brass crown seals.....	\$ 376 72
Making and repairing rubber dating and other hand stamps and type.....	31 65
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink....	276 71
Making and repairing post office scales. .	158 00
Supplying mail bags .....	1,018 40
Repairing mail bags .....	861 21
Repairing mail locks, and supplying mail bag fittings.....	475 50
Making letter boxes and repairing mail clerks' tin travelling boxes.....	135 73
Miscellaneous orders for making and repairing postal stores.....	28 30
Making up and supplying articles of official uniform.....	54 00

## GOVERNMENT CONTRACTS FOR THE MONTH OF APRIL.

(Information supplied by the Department of Public Works.)

The following is a list of the contracts awarded by the Department of Public Works, and which received the signature of both parties to them, during the month of April, together with a minimum rate of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract:—

Additions and alterations to the post office, Guelph, Ont.; date of contract, April 11, 1903; amount of contract, \$30,595.

## FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages.		
	Not less than the following:		
Contractor's foreman mason.....	\$4 00	per day of	9 hours.
Contractor's foreman bricklayer.....	4 00	"	9 "
Contractor's foreman carpenter.....	3 00	"	10 "
Carpenters.....	2 00	"	10 "
Joiners.....	2 25	"	10 "
Stair builders.....	2 50	"	10 "
Stonemasons.....	2 75	"	9 "
Stonecutters.....	3 25	"	9 "
Bricklayers.....	2 75	"	9 "
Builders' labourers.....	1 50	"	9 "
Plasterers.....	2 75	"	9 "
Plasterers' labourers.....	1 50	"	9 "
Painters and decorators.....	2 00	"	10 "
Sheet metal workers.....	1 75	"	10 "
Steamfitters.....	3 00	"	10 "
Gasfitters.....	3 00	"	10 "
Plumbers.....	3 50	"	10 "
Electrical workers.....	2 00	"	10 "
Blacksmiths.....	2 00	"	10 "
Blacksmiths' helpers.....	1 50	"	10 "
Metal roofers.....	1 75	"	10 "
Shinglers.....	2 00	"	10 "
Lathers.....	0 02½	per yard.	
Ordinary labourers.....	1 50	per day of	10 hours.
Timekeepers.....	2 00	"	10 "
Driver, 1 horse and cart.....	2 50	"	10 "
Driver, 2 horses and wagon.....	3 25	"	10 "
Driver and 1 horse.....	2 50	"	10 "
Driver and 2 horses.....	3 25	"	10 "

## RECENT INDUSTRIAL INVENTIONS.

The following particulars have been obtained from the latest number of the *Canadian Patent Office Record* issued by the Department of Agriculture.

In the month of February, 271 patents were issued by the Canadian Patent Office. Of these 18 were for electrical inventions, 10 were concerned with metallurgical industries and 5 with agriculture. There were 20 inventions of new industrial machinery, including machines for the manufacture of cigarettes, boots and shoes, boxes,

fences, etc. There were 14 patents for lighting systems, including 7 electric lamps. Perhaps the most important invention of the month, if it should prove to be successful, was a mechanical system of stoking furnaces. The principle adopted in it is the insertion of a holder for the fuel, which is placed some distance above and beyond the grate, by means of movable bars. The fuel holders are of pyramidal shape, in order that the coal may be properly heaped when it is emptied into the grate.

## REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during April, 1903.

### CANADIAN REPORTS.

#### Insurance in Canada.

Abstract of Statements of Insurance Companies in Canada for year ended December 31, 1902. King's Printer, Ottawa; 63 pages. Price, 5 cents.

The abstract of statements of insurance companies in Canada for the year 1902 indicates that the general prosperity of the country has had a marked effect in increasing their business, with regard both to the number of new policies issued of all kinds and to the amount for which they were drawn. Another feature is the relative growth of Canadian companies as compared with those of Great Britain and the United States, as regards purely Canadian business. In fire insurance, the net cash received for premiums during the year by Canadian companies amounted to \$2,117,041; by British companies, \$6,946,919, and by United States companies, \$1,572,593. For 1901 the amounts were respectively \$1,727,410, \$6,595,447, and \$1,327,491. In life insurance, the premium income of Canadian companies for 1902 was \$10,099,762, compared with \$9,133,890 for the previous year. British companies in Canada received in premiums, during 1902, \$1,415,273, and during 1901, \$1,346,666. Canadian premiums of United States companies, in 1902, amounted to \$5,628,526, and in 1901 to \$4,709,298.

#### Experimental Farms.

(Annual Report on Experimental Farms for 1902. King's Printer, Ottawa; 407 pages. Price, 30 cents.)

The volume on experimental farms of the Dominion, which is issued as an appendix to the report of the Minister of Agriculture, contains reports of the Director, Agriculturist, Horticulturist, Chemist, Entomologist and Botanist, Poultry Manager, and Superintendents of the branch farms at

Nappan, N.S., Brandon, Man., Indian Head, N.W.T., and Agassiz, B.C. At the central experimental farm tests were made during 1902 of many varieties of oats, barley, wheat, pease, Indian corn, turnips, mangels, carrots, sugar beets and potatoes. Full particulars of the results are contained in the report. In October an experiment was made of sending a small shipment of apples to Glasgow without cold storage. They were chiefly autumn varieties, carefully selected. The apples arrived in good condition and found a ready sale. The net profits obtained, exclusive of growing the fruit, picking and packing, came to \$3.20 per barrel, being \$2.10 more than the average profits obtained per barrel at Ottawa.

### BRITISH REPORT.

#### Statistics of Mines.

Mines and Quarries: General Report and Statistics for 1901. Part IV.—Colonial and Foreign Statistics. Eyre & Spottiswoode, London; 477 pages. Price, 1s. 6d.

Part IV of the British report on mines and quarries for 1901 contains statistics relating to persons employed, output, and accidents at mines and quarries in the British colonies and in foreign countries. A striking indication of the mineral wealth of the British Empire is given in the introduction where it is stated that of the total world's supply, the British Empire produces about one-third of the coal, one-ninth of the copper, half of the gold, one-eighth of the iron, one-fifth of the lead, one-seventieth of the petroleum, one-quarter of the salt, one-ninth of the silver, five-eighths of the tin, and one-fiftieth of the zinc. The number of people in the world engaged in mining and quarrying exceeds  $4\frac{1}{2}$  millions, of whom about one-fifth are employed in Great Britain and one-third in the British Empire. The United States produced, in 1901, more than one-third of the world's supply of coal, and more than two-fifths of the iron.

## UNITED STATES REPORTS.

**Connecticut Labour Statistics.**

Eighteenth Annual Report of the Bureau of Labour Statistics of the State of Connecticut for the year ended November 30, 1902. Journal Publishing Co., Meriden, Conn. ; 624 pages.

The eighteenth annual report of the Bureau of Labour Statistics of Connecticut is divided into seven parts, in which the following subjects are treated: Part I contains statistics of all the towns in the state, giving the date of their incorporation, their population and area, cost of maintenance and operation, debt per capita, assessed valuation per capita and their cost of maintenance per capita. Part II deals with the construction of new factories during the year under the following headings: General observations, comparisons with previous years, acreage roofed in, descriptive account, location, establishment, style of building, dimensions, cost, increase in number employed and tabulated statistics. Part III, which is one of the most important sections of the volume, deals with statistics of manufactures under the following headings: Average number employed, days in operation, wage disbursements, average annual earnings, average daily earnings, value of product, proportion of labour cost to value of product, proportion of material, miscellaneous expenses and profit to value of product. The returns used in this compilation were obtained from 755 establishments. Part IV contains the industrial history of Connecticut, which is arranged in the following divisions: Introduction, colonial period, from Revolution to the present day, histories of six leading cities, county histories, records of each town, tabulations of counties, cities and towns, and manufacturing corporations. Part V gives the history of organized labour in Connecticut, as well as an account of the aims and objects of organized labour and a list of the names and addresses of secretaries of unions in the state. Part VI contains a tabulated statement of strikes and lockouts during the

year, with a short explanatory introduction. Part VII is composed of reports of the five free public employment bureaus in the state. It also contains a general summary of their work, an account of private employment bureaus and a comparison of results in 1902 with 1901. In an appendix to this report there is a brief synopsis of the labour laws of Connecticut contained in the General Statutes of the State revision of 1902.

**Industrial Statistics of Maryland.**

Eleventh Annual Report of the Bureau of Statistics and Information of Maryland, 1902. Baltimore: the Sun Book and Job Printing Office; 372 pages.

In addition to the usual industrial statistics, the report of the Bureau of Statistics and Information of Maryland for 1902 contains interesting and valuable accounts of receipts and expenditures of typical labouring families in Baltimore which were obtained through personal investigations conducted by officers of the bureau. Full particulars are given of the 29 strikes that occurred in Maryland in 1902. One of the most important was a strike of garment workers in Baltimore, which brought about a great improvement in their condition, abolishing many evils of the sweating system. An attempt was made last year by the State legislature to regulate sweatshops, by appointing inspectors to report on them and prohibiting the manufacture of clothing and other articles in private dwellings without a special permit issued by the Chief of the Bureau of Statistics. When an attempt was made to enforce this law its validity was contested in the courts, on the ground that it was an interference with personal liberty. The progress of the case is given in the report until it reached the Court of Appeals. Other portions of the volume deal with the Maryland free employment agency, the oyster and canning industries, new legislation affecting labour, and general statistics derived from the Twelfth Census of the United States.

## RECENT LEGAL DECISIONS AFFECTING LABOUR.

### Action for Wages.

S. brought an action against his former employer, W., a waterproof manufacturer, for seventeen weeks' wages at \$16 per week. S. alleged that in September, 1902, he and others who were then working for W., heard that the latter was engaging hands in England, and that they thereupon resolved to leave his employment; that W. heard of this, called them together, and told them that as there would be plenty of work for all he would give them work for nine months at the wages they were then getting. S. also claimed that there was a subsequent arrangement that he and others who worked by the 'piece' should not be called upon to make 'specials'—a superior waterproof, for which 75 cents was paid the maker as compared with 35 cents for an ordinary one. W. denied that he had ever engaged S. for nine months, or that there was any agreement that S. should not be obliged to make 'specials' when so required. There was no written evidence of any engagement for nine months. It was also proved to the satisfaction of the Court that the real cause of S's dismissal in January, 1903, was his refusal to make a 'special' when directed to do so by the foreman. Upon the whole the court held that S. had not made out his case, and, therefore, dismissed his action with costs.

(Sharkovsky vs. Wener.—Judgment given in the Superior Court, at Montreal, by Mr. Justice Curran, March 11, 1903.)

### Negligent Moving of Machinery.

V. was employed in the Canadian Pacific Railway Co.'s car shops. Acting under orders, he was moving a large wheel with another employee, H, when the latter, on account of the weight, was forced to let go, and the wheel fell on V, crushing him and injuring him so severely that he was unable to work for several months.

V sued the company for damages, alleging that it had been negligent in allowing two

men to attempt to move such a heavy burden. The court maintained his action, and awarded him \$464 damages.

(Vaillant vs. Canadian Pacific Ry. Co.—Judgment given in the Superior Court at Montreal, by Mr. Justice Charbonneau, April, 1903.)

### BRITISH COLUMBIA CASES.

#### Effect of Employee leaving without notice to Employer.

In the County Court at Vancouver, A. Brown, who had been employed in the local freight office of the Canadian Pacific Railway Co., sued that company for wages alleged to be due. It appeared that Brown, who was employed by the month, and left the service of the company in the middle of a month, without giving notice of his intention to do so, and that his action was for wages for the number of days he had actually worked. The court held that when a monthly employee left in the course of a month without notice his employer was not bound to pay him for the part of the month during which he had worked.

(Brown vs. Canadian Pacific Railway Co.—Judgment given by Judge Henderson in the County Court, Vancouver, April 4, 1903.)

This decision agrees with two others recently given in similar suits against the C. P. R. Co. (one at Montreal and the other at Winnipeg) and which were referred to in this column.

#### Effect of Want of Notice of Injury Under 'The Employer's Liability Act.'

L. was employed by M., and in the course of his work he met with an accident, for which he subsequently sued M. for damages under the provisions of the 'Employer's Liability Act.'

At the trial it was contended on behalf of M. that the action should be dismissed, because L. had not given M. notice of the accident as required by that Act. The evidence showed that M.'s manager had seen the acci-

dent, had obtained L.'s admission into a hospital, and had, a few days later, discussed with him the cause of the accident. It was also proved that for some time after the accident L had been unable to attend to any business.

The court held that these circumstances formed a good excuse for not having given the notice required by the Act.

(*Lever vs. McArthur*.—Judgment given by Mr. Justice Martin at Victoria, B.C., December 16, 1902.)

## ONTARIO CASES.

### Liability of a Trade Union for Picketing and Boycotting.

One of the most important judgments ever given in Canada respecting the rights and liabilities of members of a trade union on strike was rendered in April by Mr. Justice Meredith in the case of the *H. Krug Furniture Company of Berlin vs. the Berlin Union No. 112, Amalgamated Woodworkers' International Union of America*.

Members of the local union employed by the Krug Co. went on strike, and then attempted to induce other employees to break their contracts with the company or tried to prevent them working for it. Their efforts in this respect were directed, it was alleged, by one Mulcahy, the International Union representative, who came from the United States to deal with the matter.

The Krug Co. sued the union, certain of its officers and members and Mulcahy for \$2,000 damages for wrongfully and maliciously procuring its workmen to break their contracts; for \$5,000 damages for conspiring against the company, and for a perpetual injunction restraining them from watching or besetting the railway station at Berlin, the works of the company, or the dwelling places of its employees, for the purpose of persuading the latter to break their contracts with the company, or from preventing others from entering into its service.

That the members of the union had a right to strike was not disputed. The whole point at issue was whether, having gone on strike themselves, they were legally entitled to attempt to prevent others from continuing or commencing to work, by means of picketing and boycotting. The court held that these methods, as pursued in this strike, were illegal; granted the perpetual injunction asked for, restraining the union from using the same, and awarded the Krug Co. \$100 damages against the defendants together with the costs of the action.

The exact view which the court took of whole question will be seen from the following extracts from a report of the judgment:—

Boycotting is, in some of its forms, very obnoxious to the law. That defendants were guilty of that crime, and of the wrongs complained of, is, upon the evidence, very plain.

Because of some disagreement between plaintiffs and their finishers, the wood-workers left the plaintiffs' employment and began a sympathetic strike. They had a right to do so, so long as they broke no contract; and no complaint is made in that respect; what is complained of is the subsequent conduct of defendants. Their main purpose in striking was to compel plaintiffs to accede to the demands of the finishers. Their plan to force plaintiffs to submit was to prevent other workmen taking the places of the strikers, and to constrain such of plaintiffs' workmen as had not left to leave their employment, and to prevent the sale of the goods made by them, so that plaintiffs would be put in the position that they must submit or close their factory. So long as the workmen resorted to lawful means only to accomplish a lawful object, they were within their right; but any unlawful object, or unlawful means to obtain a lawful object, should meet with prompt prevention and punishment.

### UNLAWFUL METHODS.

One of the first acts of the workmen who had struck, and of other members of the organized body to which they belonged, was to organize watches to beset and watch every day all trains with a view to intercepting anyone who might have the appearance of a workman employed or seeking employment by plaintiffs, and to beset and watch plaintiffs' factory and premises for the purpose of preventing new workmen from entering plaintiffs' employment, and of constraining their workmen to leave such employment. The conduct of those who beset and watched the factory was often of an offensive and highly reprehensible character. In regard to boycotting, that mainly relied upon and proved was the intimidation of persons who bought and sold the product of plaintiffs' factory. The result has, in one case at least, been an intimidation of the dealer to such an extent that he is afraid to disclose the facts except secretly. The defendants must be held to really intend that which is the plain effect of their actions, the injury of the plaintiffs by intimidation.

## CANNOT PLEAD IMMUNITY.

It is too late for the defendant union, the organized body, to contend that they are not incorporated, and therefore that the action should be dismissed as against them. They have, without objection, appeared, pleaded, and consented to the interlocutory order against them by the name under which they are sued.

As to the individual defendants (other than Mulcahy) the judgment goes on to say :—

They took an active part in the wrongs mentioned, and so are individually answerable for the injury done. All that was done was the result of organized, combined action on the part of the members of the union, under the leadership and encouragement of these individual defendants. Defendant Mulcahy was the chief presiding officer of the whole organized body, and came to this country for the purpose of aiding, encouraging, and directing the operations of the striking workmen and their associates. He is chiefly answerable for the concerted acts of the strikers during the time he was with them. It is no answer to plaintiffs' complaint to say that he was a stranger here, and unacquainted with the laws of the land. Before undertaking or encouraging any act aimed at the injury of another, and especially any act likely to cause a breach of the peace, he ought first to have ascertained whether it was lawful or unlawful. This defendant was a party to the unlawful and wrongful acts committed by his co-defendants, and is answerable with them for the consequences.

## A FINE IMPOSED.

The judgment concludes by stating, that the plaintiffs are entitled to a perpetual injunction restraining defendants from unlawfully besetting or watching plaintiffs' factory, and from all wrongful obstruction of or interference with plaintiffs in their trade and business, and to damages, against all the defendants, assessed at \$100, with costs.

(The H. Krug Furniture Co. of Berlin vs. The Berlin Union No. 112, Amalgamated Woodworkers, International Union of America. Judgment given by Mr. Justice Meredith, April 2, 1903.)

Since the decision in the above case, what appears to have been a similar case has been decided in Vermont. There the striking employees (members of Protection Lodge No. 215, of the International Union of Machinists) of the F. R. Hatch Manufacturing Co. of Rutland, Vt., resorted to boycotting and picketing to prevent the company from getting employees or from selling its goods. The company sued the union and its members for \$10,000 damages. The case was tried with a jury, which awarded damages to the extent of \$2,500. It may be remarked that both these judgments seem to be in accord with the English case of *Quinn vs. Leatham*, which was reported in

THE LABOUR GAZETTE soon after its decision in 1901.

## Service of a Writ of Summons on a Labour Union.

The question whether or not service of legal process upon an officer of a labour union will, in this country, be good service upon the union itself, has recently been decided in favour of the labour organizations

In the case of the Metallic Roofing Co. of Canada vs. Local Union No. 30, Amalgamated Sheet Metal Workers' International Union and others, a Divisional Court of the High Court of Justice for Ontario recently held (reversing the decisions of two lower courts in the same case) that such service was not effective.

In this case the union had been added as defendant after the commencement of the action, and it was attempted to serve it by leaving the writ with one of its officials.

The judgment pointed out that in the ordinary course only an individual or individuals, a corporation, or a partnership could sue or be sued, and that the union did not come under any of these heads. It added, however, that, in the words of one of the judgments in the famous *Taff Vale Railway Co. case*, the legislature has the power 'to give an association of individuals which is neither a corporation nor a partnership nor an individual, a capacity for owning property and acting as agents, and such capacity, in the absence of express enactment to the contrary, involves the necessary correlative of liability to the extent of such property for the acts and defaults of such agents.'

It was held, however, that in Canada a union did not possess such capacity, thus marking the distinction between the positions occupied by such organizations in England and in this country.

(The Metallic Roofing Co. of Canada vs. Local Union No. 30, Amalgamated Sheet Metal Workers' International Association

and others.—Judgment of a Divisional Court of the High Court of Justice for Ontario, March 3, 1903.)

In a similar case decided since the above judgment was given, it was held that service of a writ of summons upon an executive officer of a union was not a good service; but that service on all the individual defendants would be good service on the members of the association.

(Small vs. American Federation of Musicians.—Judgment of a Divisional Court of the High Court of Justice for Ontario, April 8, 1903.)

### **Injunction restraining Intimidation.**

In the Metallic Roofing Co. case above referred to, an injunction was granted in October, 1902, restraining Local Union No. 30, etc., its officers, servants and agents from using any threats or making any communications in writing or otherwise to the company's customers or any of them with intent to cause them to stop dealing with the company. This injunction was to last until the action between the company and the union was tried.

The union appealed upon the grounds that there was no evidence that either its officers or members had made any threats; and that, in any event, whatever they had done they were legally entitled to do.

From this statement of the facts it will be seen that the case was, in one respect, like the Krug Co. case.

The court, which decided against the union, and continued the injunction to the trial, gave the following judgment:—

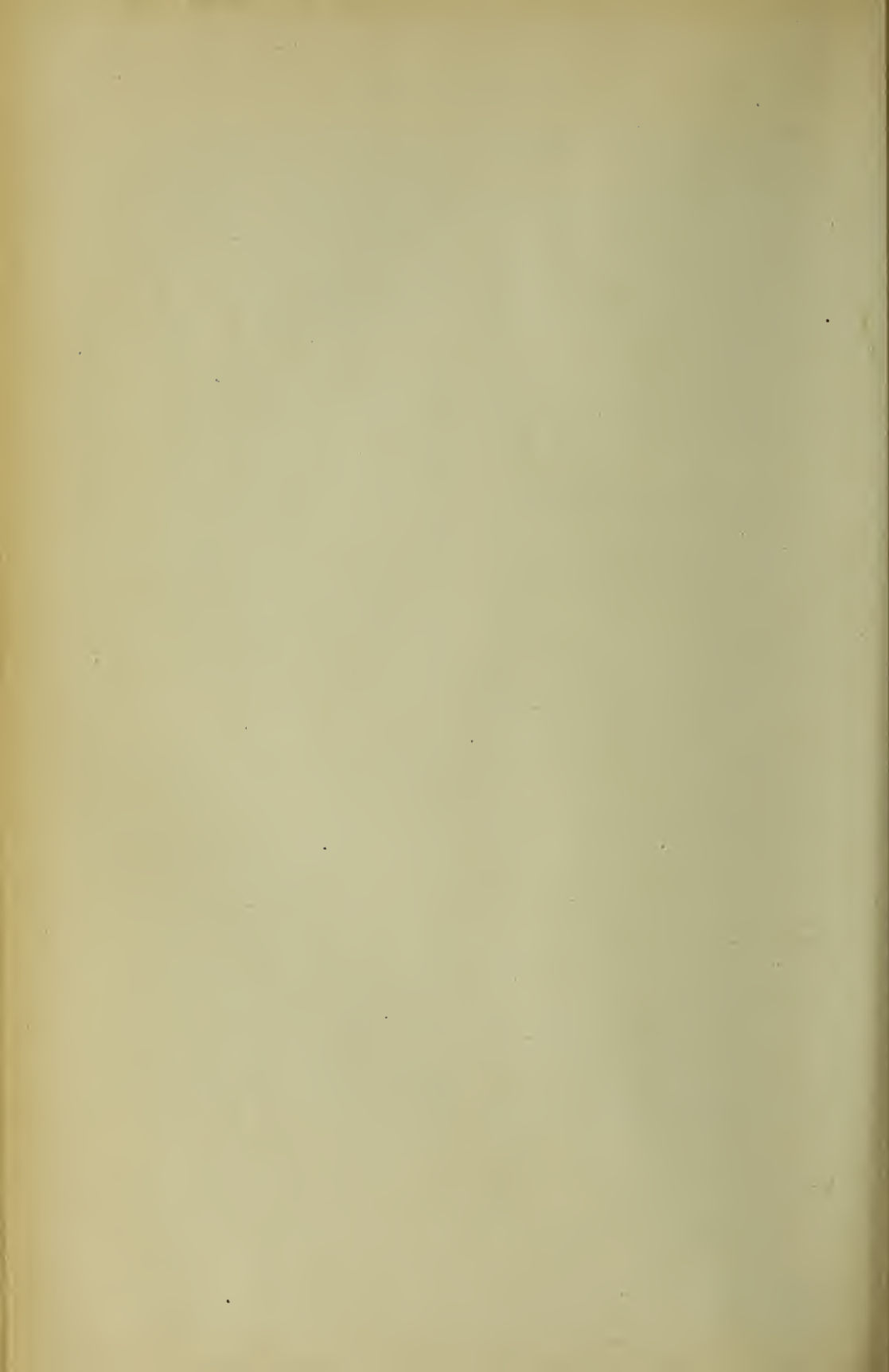
'The motion and argument before us on the part of the defendants were based upon

the contention that no case had been made out before the learned Chief Justice of the Common Pleas upon which he should have granted an injunction to the trial to restrain the defendants from the acts complained of.

The plaintiffs are a company manufacturing metallic roofing and other metal goods, and the defendants are a trades union and individual members of it.

'The plaintiffs failed to agree with the union as to the terms upon which their employees should work for them and they fell under the displeasure of the union. The union thereupon, with the object of forcing the plaintiffs to come to their terms, proceeded to notify the plaintiffs' customers that the men employed by the customers would refuse, after a certain date, to handle any of the goods manufactured by the plaintiffs, because the plaintiffs were an unfair firm to organized labour. There was sufficient evidence of concerted action on the part of the defendants to make out a *prima facie* case of combination on their part, and the object of the notices sent out to the plaintiffs' customers may, without any stretch of imagination, be assumed for the purpose of the motion to have been to injure the plaintiffs' trade to such an extent that they would be forced to accede to the terms proposed by the defendants unless they preferred to stand out and be ruined.

'All these matters may bear a different aspect when the trial comes on, but in the meantime I think it would not be advisable to discuss them further in detail lest in doing so we should prejudice the trial. It is sufficient for the purposes of the present motion that we find in the evidence upon which the Chief Justice acted, facts and circumstances making out a case upon which it was proper for him to grant an interlocutory injunction to the trial as he has done. The case appears upon the material before us to be brought within the authority of *Quinn v. Leatham* (1901) A.C. 495 and we think the motion should be dismissed with costs.'



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# THE LABOUR GAZETTE

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EDITOR .

W. L. MACKENZIE KING, M.A., LL.B.

*Deputy Minister of Labour.*

ASSOCIATE EDITOR :

ROBERT H. COATS, B.A.

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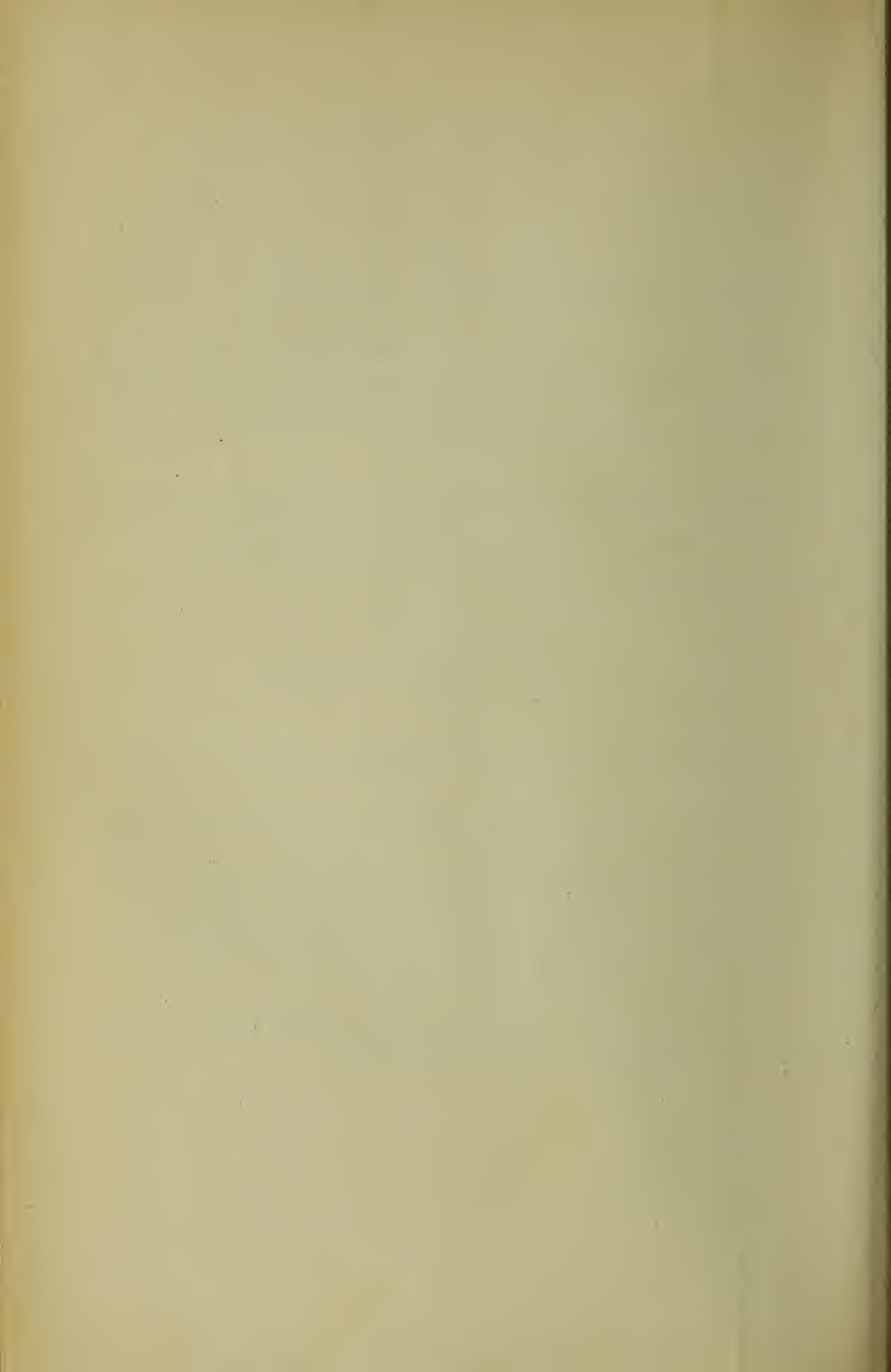
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# THE LABOUR GAZETTE

THE JOURNAL OF THE DEPARTMENT OF LABOUR

Vol. IV—No. 12.

JUNE, 1903

Price Three Cents

The **LABOUR GAZETTE** wishes to draw the attention of its readers to the fact that, while every care will be taken to have information as complete and impartial as possible, it does not in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, necessarily endorse any of the views or opinions which may be expressed therein.

DEPARTMENT OF LABOUR, CANADA,  
June 15, 1903.

THE *Labour Gazette* for June, in addition to the usual reports and summations during the month, contains as its leading article a report of the sittings of the Royal Commission appointed in April last to investigate industrial disputes and labour conditions generally in British Columbia. The work or inquiry in this connection was actively pursued throughout the entire month, sittings being held at Victoria, Ladysmith, Vancouver and other points, and the general scope of the evidence taken is indicated in the review. The commission will continue its inquiry into June, the appropriation and extension of time placed at its disposal having been enlarged by Order-in-Council during the month.

The strike of longshoremen at Montreal, which began in March and continued into the month just past, was one of very far reaching consequences, and a full statement of the progress of the strike from the opening of the month, up to which date a review will be found in the *Gazette* of last month,

until its settlement on May 11th, is published herewith and the more important phases of the dispute briefly outlined, together with the full text of the agreement finally arrived at.

The occurrence of disastrous fires at St. Hyacinthe, Que., and at Ottawa, Ont., and of a rock slide at Frank, N.W.T., which last resulted in the abandonment of the town, was thought of sufficient importance to warrant a special notice in the *Gazette*, and a brief statement outlining the industrial effects of these calamities appears in the present issue.

The continuance during May of the immigration movement on a scale never before reached in the history of Canada was also made the subject of separate treatment.

The series of articles begun in the April issue of the *Labour Gazette* dealing with the cost of living in Canada is continued in the present issue, with tables attached showing the retail prices of groceries at various points throughout Canada. The tables, as in the article relating to provisions printed in last month's *Gazette*, represent information supplied to the department wholly from outside sources. Another series of articles represented in the present *Gazette* is that on the subject of the growth and present status of labour organization in Canada. This is brought to a conclusion in the present issue with a review of the situation as relating to British Columbia.

Other topics of the month to which separate reference is made in the *Gazette* are as follows: The appointment of the

Commission on Transportation and the general scope of the inquiry to be instituted by that body ; the annual report of the Ontario Labour Bureau ; legislation affecting labour passed at the recent session of the Quebec Legislature ; and the agreement arrived at between the Toronto Railway Company and its em-

ployees. There are, in addition, the usual review of the trade disputes of the month, which is somewhat lengthy in the present issue ; the article on recent legal decisions ; the reviews of reports of departments and bureaus, together with the record for the month of new unions formed, government contracts signed, &c.

## INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MAY.

### I—GENERAL SUMMARY.

AS will be seen from the reports of the local correspondents of the *Gazette*, active conditions, with a few local exceptions owing chiefly to disturbed conditions in the labour market, have been general throughout Canada during the past month and the various trades and industries for the most part well employed. The metal and building trades have, as in the two previous months, been those chiefly characterized by activity, though all departments, with the exception of those suffering from seasonal or local and temporary causes, report satisfactory conditions. The immigration movement has continued unprecedently heavy, but the arrivals have apparently been absorbed without difficulty. Wages, as will be seen in the subjoined paragraph, maintained their upward tendency, and numerous instances of increases were reported to the department during May. The arrangement of schedules in connection with this movement, as will be seen in the article on the trade disputes of the month in the present issue, was very largely the cause of the large number of strikes which occurred during the month, no less than 46 having been reported to the department as in existence, as against 36 in April, and 36 in May of 1902. As an especially disturbing element in this connection, mention may be made of the continuance of the strike of the longshoremen at Montreal over the first ten days of the month, which was not only attended with

considerable loss to the parties immediately concerned but affected industry and commerce over a considerable portion of the Dominion.

#### Increases in Wages Granted During May.

The following instances of increases in wages granted during May were reported to the department :

*Halifax, N.S.*—Painters, from \$10.00 to \$11.00 per week ; station masters, baggagemasters, machinists, blacksmiths, car inspectors, cleaners, labourers and hostlers, in the employ of the I.C.R.  
*Charlottetown, P.E.I.*—Barbers and laundrymen. *St. John, N.B.*—Labourers.  
*Quebec, Que.*—Corporation labourers, corporation carters, coal carters, female match factory employees, axemen, tanners, curriers, steamboat captains, steamboat firemen, and longshoremen. *Sherbrooke*—Stone cutters. *St. Hyacinthe*—Employees in woollen mills. *Montreal*—Moulders and core makers. *Belleville, Ont.*—Labourers. *Toronto*—Carpenters, cabinet makers, piano workers, brewery workers, glass workers, freight handlers, teamsters and baggagemen in the employ of Grand Trunk Railway, street railway employees. *Toronto Junction*—Canadian Pacific Railway employees. *Brantford*—Cigarmakers, and iron moulders, *Guelph*—Woodworkers, piano and organ workers and cigarmakers. *Stratford*—Employees in Grand Trunk Railway shops.

*London*—Bakers, delivery men, cigar-makers, employees Grand Trunk Railway shops. *Chatham*—Carpenters, plasterers, painters, bricklayers, carriage makers, machinists and labourers. *Hamilton*—Tailor operatives, moulders, boot and shoe workers, platers and silversmiths. *Winnipeg*—Plumbers, painters, plasterers and cigar-makers. *Brandon*—Marble cutters. *New Westminster*—Carpenters, plumbers and barbers.—*Vancouver, B.C.*—Sugar refiners and printers. *Victoria*—Blacksmiths.

### General Industrial Conditions.

In the *agricultural industry* the drought of the past few weeks in certain limited parts of the country has been a disturbing feature in the situation, and at the end of the month was causing some uneasiness if not serious damage in eastern Canada, where fall and spring grains and forage crops were somewhat retarded in growth. The May crop bulletin for Ontario, however, stated that the crops generally promised well and that the outlook for live stock was reassuring. Orchards, according to the bulletin, had suffered somewhat from field mice but gave promise of excellent yields. The scarcity of farm labour still continued a serious problem. In the west better weather conditions were reported.

The lack of rain was also the cause of loss and inconvenience in the *lumbering industry*, a number of mills having been unable to start operations owing to the scarcity of logs. Much valuable timber has been left in the woods in Ontario, Quebec and New Brunswick, owing to the low state of the water in the streams, and forest fires have also, in some localities, wrought some damage. In British Columbia, however, large and successful drives were reported.

In the *fishing industry* the features of the month were the negotiations carried on in British Columbia between representatives of the fishermen and the cannery owners with regard to the price to be paid for fish during the coming season, and the appoint-

ment of the sardine commission to investigate the herring fishery of the Bay of Fundy and the possibility of establishing the sardine industry in New Brunswick.

In *mining* the activity of the Nova Scotia coal mines was a leading feature of the month, and the returns of the Crow's Nest Pass Coal Company in British Columbia were also satisfactory. The continuance of the labour troubles on Vancouver Island, however, caused some anxiety as to the coal supply in British Columbia. The influx into Nova Scotia of coal miners from Scotland and Belgium was continued.

*Manufacturing* in Ontario and Quebec continued very active and the list of new companies incorporated was high. The formation of a Canadian Westinghouse Company was announced, the capital of the new establishment to be \$2,500,000. In order to utilize the company's plant at Hamilton the Westinghouse Air Brake Company will be included. The arrangement provides for a cash working fund of \$1,250,000. Negotiations were also reported as having been provisionally concluded between the Dominion Iron and Steel Company and the government of Nova Scotia, the city of Sydney and the Dominion government for the construction of a shipbuilding plant at Sydney, the company to receive \$250,000 from the city of Sydney, \$100,000 from the province of Nova Scotia and \$1,000,000 from the Dominion government towards the construction of a dry dock. The output of pig iron by this company for the eight months ending January 1, according to the yearly statement, was 148,399 tons, or an average of 18,550 per month. The output of steel billets was 81,513 tons, or an average of 10,189 tons per month. Sales of coal for the ten months ending January 1 amounted to 2,836,321 tons, or an average of 283,632 tons per month, as compared with 2,276,270 tons for the corresponding ten months of last year, or an average of 227,627 tons.

### Transport.

The transportation companies reported very active conditions during May and in many points a severe congestion of freight was complained of. Montreal and Toronto are the points which chiefly suffered from this condition, though at many places in western Canada freight congestion and delayed deliveries caused inconvenience. The matter was the subject of a discussion in the House of Commons on the 5th of May.

An arrangement was effected during May between the Department of Agriculture and the Grand Trunk Railway for a service of refrigerator cars between different points for the transportation of butter to Montreal for export to Great Britain.

The discussion of the Grand Trunk Pacific Railway bill before the Committee of Railways of the House of Commons attracted much attention. It was announced during the month, in regard to the problem of railway construction in the west, that the government, having carefully considered the situation, had come to the conclusion that there ought to be a distance of about forty miles between parallel lines.

The annual statement regarding the business of the Intercolonial Railway was submitted to the House of Commons by the Hon. the Minister of Railways and Canals on May 28. A surplus of earnings over working expenses amounting to \$96,000 was shown for the nine months of the current year ending March 31. The business had increased according to the statement and the gross earnings indicated a substantial increase over the corresponding period of the previous year. In the past six years it was stated that passenger earnings had nearly doubled and freight earnings had more than doubled.

It was announced that the work of grading on the Temiscamingue and Northern Railway was proceeding rapidly and satisfactorily.

### Conditions in Western Canada.

In Manitoba and throughout western Canada a season of unprecedented activity

has set in. Seeding was generally completed about the middle of the month and a substantial increase in acreage is reported. Employment in all lines is very active and in spite of the large influx of population during March, April and May, wages have not materially declined on account of the numbers thus added to the labouring population \*. This is particularly true of skilled labour, the unskilled lines showing in a few localities a surplussage of men. A marked feature of the month has also been the signs of growth and expansion in the business of the leading towns scattered throughout western Canada. Railway construction and building operations, in addition to the usual activity of employment in the agricultural industry, may be mentioned as departments specially affected by the present activity, though the rapid development of the country is affecting almost every branch of employment. In British Columbia the activity of the lumbering trade for the market thus created has been already remarked upon.

### Imports and Exports.

The foreign trade of the Dominion continued to maintain an increase over previous years during April. Including imports for consumption and domestic exports, and excluding coin and bullion, the aggregate foreign trade of Canada for the ten months ending 30th April, amounted to \$357,092,054, an increase of \$29,917,234 as compared with the same period of 1901-02. The increase in imports for consumption was \$18,205,319, and in exports of domestic products \$13,667,847. Dutiable goods showed an increase of \$13,658,116, while free goods gained by \$3,547,203. The chief item of increase in exports was under the head of animals and their produce, the amount sent out in this connection aggregating \$58,655,144, or a gain of \$8,605,372 as compared with last year.

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\* A special article devoted to the immigration and colonization movement of the month, with statistics relating to homestead entries and land patents granted in April, appears on another page of the *Gazette*.

The following is a brief statement of the imports and exports for the ten months in question of 1902-03 :

## IMPORTS.

	1902.	1903.
Dutiable.. . . .	\$95,372,429	\$109,030,545
Free.. . . .	62,406,900	66,954,103
Total.. . . .	\$157,779,329	\$175,984,648
Duty collected.. . . .	26,245,191	29,783,082

## EXPORTS CANADIAN PRODUCE.

Minerals.. . . .	\$ 27,775,527	\$ 25,715,330
Fish.. . . .	12,076,766	9,343,697
Forest produce . . . .	24,515,865	28,372,173
Animals and their produce.. . . .	50,049,772	58,655,144
Agriculture.. . . .	29,163,033	33,351,960
Manufactures.. . . .	14,579,236	16,341,961
Miscellaneous.. . . .	29,872	77,653
Total.. . . .	\$158,190,071	\$171,857,918

During the months of April the imports amounted to \$21,119,545, as against \$17,104,523 last year. Exports of Canadian products were \$9,437,155 as against \$13,643,198 last year, the loss being chiefly in wheat. During the ten months exports of wheat have increased by over \$3,000,000.

A British trade report shows that importations of Canadian cattle have advanced from 10,163 head in the first four months of 1902 to 27,300 in the first four months of this year.

## Canadian Revenue.

The statement of revenue and expenditure of the Dominion for the ten months ended April 30, shows an increase in the former of \$5,761,113 for last year, or a total of \$52,361,841, and an increase in the latter of over \$1,000,000.

The details for the ten months in each year are as follows :—

Revenue.	1902.	1903.
Customs.. . . .	\$26,229,813	\$29,962,484
Excise.. . . .	9,285,806	9,913,279
Post Office.. . . .	3,069,651	3,503,269
Public Works . . . .	5,463,222	5,935,800
Miscellaneous.. . . .	2,552,236	3,047,000
Total.. . . .	\$46,600,728	\$52,361,841
Expenditure.. . . .	33,917,205	34,925,674
Capital account.. . . .	9,300,528	6,371,881

The statement for the month of April shows an increase of \$500,000 in revenue, and an increase of about \$250,000 in the expenditure.

## Domestic Trade.

Cool weather in the opening weeks of the month caused a general contraction in the volume of domestic trade, though the buying of retailers on fall orders was active and the situation was on the whole considered promising. As the month advanced, the advent of warm weather was felt in nearly all branches of the wholesale trades, though the strike of longshoremen in Montreal interfered somewhat with business arrangements in central and eastern Canada. The western market throughout April was particularly active, failures were comparatively few in number and small in the amount of liabilities, while the crop outlook up to the end of the month, in spite of drought, was held to justify expectations for a prosperous season. Collections were satisfactory.

The annual statement of the bank of Montreal for the year ended April 30, 1903, showed a profit, after deducting charges of management and making full provisions for bad and doubtful debts, of \$1,813,483.66.

## Notes of the Month.

The report of the purchase of the land grant of the Canadian Northern Railway, consisting of 3,000,000 acres, the consideration being \$12,000,000, was confirmed during the month. The Manitoba and Saskatchewan Valley Land Company, Limited, with a capital of \$5,000,000 will be organized in this connection with offices in Canada, the United States and England.

The Canadian High Commissioner in London forwarded to the Department of Trade and Commerce copies of the resolution which the *Canadian institutions* propose presenting to the congress of Chambers of Commerce of the Empire to be held in Montreal in August next. The Canadian Manufacturers' Association figures prominently in the list.

The committee appointed by the city council of Ottawa to investigate the coal situation and to decide whether or not the council should take action against the

alleged combination of dealers met during the month and found that the Ottawa Coal Company, Limited, is a combine having the effect of lessening competition in the coal business. The committee recommend, however, that action against the company should be deferred pending further developments in the Brantford case, purchasers being advised, in the meantime, to patronize dealers outside of the organization referred to.

The municipal enterprises of the town of Orillia, Ont., have been recently much commented upon, the town having operated its own water works since 1883 and its own electric lighting plant since 1887. More recently, however, the water power at Ragged Rapids, on the Severn river, has been utilized, with the sanction of the ratepayers, for the furnishing of increased water and light supply to the town and about 600 horse power made available for sale, of which 150 have been disposed of at about \$16 per horse power. As the matter now rests, the expenditure on account of debentures, principal and interest, and maintenance of this plant amounts to about

\$19,500, while the revenue from water services, private users and electric and power users amounts to about \$21,000, or a cash profit of \$1,500, while the town has its street lighting free, fire protection free, and free lighting of all the municipal buildings.

The Imperial Peat Company of Guelph, Ont., has been granted a charter for the manufacture of peat fuel, the share capital being \$1,000,000. In connection with the employment of peat for fuel a bulletin has been issued by the Ontario Bureau of Mines on the subject of its manufacture and use. It is stated that compressed peat fuel can be sold at the place of production in Ontario at a profit, for \$3 a ton.

There has been already considerable discussion as to the source from which the labour for the construction of the different transcontinental railways projected will be procured. It is stated that at least 50,000 men will be required for the construction of the Grand Trunk Pacific and the extreme activity of the transportation branches has already made the question of obtaining men for operating and construction work a difficult problem.

## II. REPORTS OF LOCAL CORRESPONDENTS.

### HALIFAX, N.S., AND DISTRICT.

*Mr. F. W. Smith, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the past month has been one of great activity, and surpasses that of the previous month in the extent of its operations. Particular activity prevails in the building trades, while the printing business has also enjoyed a splendid month. Commercial activity is still maintained, and the wholesale and retail trades report a brisk season. As an evidence of the active condition of the general labour market, the carpenters have given notice that on and after June 1, ensuing, they will demand 25 cents per hour, the present rate being 22

cents per hour, and the printers gave notice on the 26th instant that they would on the 27th instant raise their rate of wages from \$10 to \$11 per week. The latter demand has been acceded to, not a printer in the city being idle. The labour market at present is free from unrest. The printers have made another effort to bring about a settlement with the *Chronicle* Printing Company, of the difficulty which began in July of last year, but the company has declined to discuss the matter further.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture.*—The conditions in this branch of industry are reported as normal, with prospects good.

*Fishing.*—The spring mackerel season has opened encouragingly, and the catch is

expected to be large. Cod and lobsters are also reported to be very plentiful.

*Railroad Construction.*—Two thousand men are wanted to work on the Halifax and South-western Shore Railway, between St. Margaret's Bay and Mahone; wages \$1.35 per day.

*Mining.*—The coal mining industry of Nova Scotia was never as active as at present. The open market in the United States and the increasing demand in Canada are taxing the capacity of all operating mines in the province. The preparations made for this season's output are such as to make a considerable increased output certain; this, notwithstanding the temporary loss of output at Dominion No. 1 mine of the Dominion Coal Company. This mine, reference to the closing of which, on account of fire, has already been referred to, is now being pumped out preparatory to beginning operations. It may, however, be several months before actual mining can be done. On the western side of Cape Breton, the mines at Port Hood and Broad Cove are rapidly increasing their output, while the mine at Mabou is being made ready for business as early as possible. It is understood that the Pictou and Cumberland Coal Company have made contracts for considerable amounts for delivery in the United States. Another circumstance that will enable the various coal companies to increase their output this year is the large number of coal miners that has lately come to the province, principally from Scotland and Belgium.

The new iron industry at Londonderry promises to be of great advantage to that part of the country. Already about four hundred men are employed, and additional men of the right kind would be taken on by the management there.

In *gold mining*, the matter of greatest interest is the return being obtained at a depth of seven hundred and fifty feet in the Cariboo district at the Baltimore and Nova Scotia Mining Company's property. The result there will do much to encourage some

company taking advantage of the offer of the government in regard to deep mining in the gold fields of Nova Scotia. Good gold miners are somewhat scarce, and it is often difficult to secure skilled managers.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—All branches of the building trades are exceptionally busy, and the season is one of the most active, if not the most active ever enjoyed in this city.

*Metal, engineering and shipbuilding trades.*—Iron moulders are busy. Machinists and engineers report work fairly good. Electrical workers are actively employed. Blacksmiths report work normal. Boiler-makers are well employed. Shipwrights and caulkers are busy. Horseshoers report work about normal.

*Woodworking and furnishing trades.*—A fire which destroyed Goden & Keith's furniture factory during the month has thrown several employees out of work temporarily, but the trade is generally active.

*Printing and allied trades.*—Not a printer is idle in Halifax, and the rate of pay has been increased from \$10 to \$11 per week. Pressmen are also busy.

*Transport.*—All branches of railroad and steamboat transportation are busy. Ship labourers, longshoremen, teamsters and unskilled labour report work brisk.

#### CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, Correspondent, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been in a healthy condition during the past month, there being steady work in all branches. The demand for skilled labour, especially in the building trades, has been exceptionally good. In the city extensive additions are being built to the Charlottetown Hospital, a number of dwellings have been erected, and a considerable amount of jobbing and repairing has been done. In the country,

work has been good also. The laying of the pipe for an extra water supply for Charlottetown, commenced the latter part of the month, giving employment to about 20 men, while a number were turned away, the applicants being from the country, showing that the demand for unskilled labour was somewhat less than the supply. There was more activity in commercial circles during May than in April, and the unusually large catches of lobsters during the month and the high price for these, as well as farm produce, had their good effect on trade. Both wholesale and retail trades were good, and banks report business better in May than in April. Barring an increase in the wages of the barbers and laundrymen, rates have remained unchanged, while the harmonious relations existing between employer and employee have been undisturbed.

#### CONDITION OF LOCAL INDUSTRIES.

By the end of the month nearly all the crops, except part of the roots, were in, the farmers having been favoured with good weather. Though little rain fell during the month, the low temperature prevented the bad effects which might otherwise come from a drought, and in the low lands there was considerable moisture. Produce was in good demand, and shipments were large.

The lobster fishermen had an exceptionally successful month, though there was a falling off towards the end. Herring were plentiful in the west, but only fair in the east. Cod were plentiful, but the oyster industry was prosecuted only indifferently.

In manufacturing there were no new features except that of the closing down of a furniture factory put about thirty hands temporarily out of employment. About half of these found work from the city and at other forms of employment in this province. The grading and masonry work of the Belfast and Murray Harbour Railway is nearing completion, and ballasting is making good progress. A wharf is being constructed at the terminus, and work is progressing favourably. At the Hillsborough bridge the operations include dredging, blasting and caisson construction.

Little was done in the dairy industry during the month. Only five out of the forty-five cheese factories having started.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have been steadily employed. Carpenters and joiners were in demand. Lathers and plasterers were busy. Painters, decorators and paper hangers were unusually busy, this being their best month. Plumbers found May a much better month than April, and business was brisk. Gas and steamfitters were busy. Stonecutters had steady employment. Builders' labourers were fairly well employed.

*Metal, engineering and shipbuilding trades.*—Iron moulders, iron workers and helpers, and machinists and engineers, had steady employment. Steam engineers and electrical workers were busy. Boilermakers had steady work. Sheet metal workers were busy. Bicycle workers had all they could attend to.

*Woodworking and furnishing trades.*—Woodworkers and upholsterers were busy. Carriage and wagon makers were busy, especially at job work. Car builders were busy. Coopers had steady employment.

*Printing and allied trades.*—Printers and bookbinders had steady employment.

*Clothing trades.*—Journeyman tailors and garment workers had a good month. Boot and shoe workers were busy.

*Food and tobacco preparation.*—Bakers and confectioners, and butchers had steady work.

*Leather trades.*—Tanners and curriers, leather workers and saddlers were busy.

*Miscellaneous.*—Barbers, clerks, laundry workers and stenographers had a good month, and were busy.

*Transport.*—Railroad conductors, locomotive engineers, locomotive firemen, railroad telegraphers, railroad trainmen, railroad switchmen, railroad trackmen and freight handlers were steadily employed. Steamboat men and steamboat firemen, ship

labourers and longshoremen had a good month. Teamsters and expressmen were busy. Unskilled labour was fairly well employed.

### ST. JOHN, N.B., AND DISTRICT.

*Mr. W. H. Coates, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continues active, and the building trades are well employed, indicating that the season will be better than St. John has seen for a number of years. Tenders have been asked for for several new buildings, among which may be mentioned the public library, a new building for the Canadian Drug Company, and a building for a new evening paper about to be started. St. John lumbermen fear that 40,000,000 feet of logs will be hung up on account of the lowness of the water in some of the rivers. The Portland Rolling Mills have begun the manufacture of a new variety of rolled steel, suitable for use on carriages to which rubber tires are fitted. Bank clearings for the five weeks ending May 23rd were \$4,517,511, being \$874,050 in excess of the corresponding period of last year, and \$1,337,512 greater than the four weeks of April of the present year. The wholesale and retail trades are reported to be doing an extra amount of business, and the prospects for the future look bright. On May 1st about a dozen men employed in Cushing's box mill, Fairville, struck for an increase of wages. The men had been receiving from \$1.25 to \$2.00 per day, and demanded an increase of from 10 to 15 cents per day. This was refused and hence the strike. A new crew was engaged, and the mill resumed operations. On May 23rd twenty-five labourers employed on the new Intercolonial Railway round-house struck for \$1.50 per day. This demand was refused, and the contractors advertised for fifty men at \$1.40 per day. On May 25th several of the men returned to work at \$1.40. They had been receiving \$1.25 all winter, and recently had been advanced to \$1.35.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are busy putting in crops, but say that rain is greatly needed.

*Fishermen* are having a busy season. The catch of salmon is fair for the early season, and the fish retails at from 22 to 30 cents per pound. Shad is plentiful, retailing at 15 to 30 cents each. Mackerel are scarce, and sell at 18 to 20 cents each. Halibut are plentiful and are worth 10 to 12 cents per pound. Haddock and cod, 4 to 5 cents per pound. Gaspereaux are becoming scarce, and retail at 10 to 12 cents per dozen.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are busy. Carpenters and joiners are all employed. Lathers and plasterers are fairly well employed. Painters, decorators and paperhangers are exceptionally busy. Plumbers, gas and steamfitters report business normal. Builders' labourers are well employed.

*Metal, engineering and shipbuilding trades.*—Iron moulders report work plentiful. Machinists and engineers are busy. Steam engineers are well employed. Electrical workers and linemen are very active. Boilermakers report plenty of work. Metal workers all employed. Horseshoers report business good.

*Woodworking and \*furnishing trades.*—Woodworkers are very busy. Shingle weavers say business is good.

*Printing and allied trades.*—Printers and pressmen are very busy. Bookbinders say work is plentiful.

*Clothing trades.*—Journeyman tailors are busy.

*Food and tobacco preparation.*—Cigar-makers report business fair.

*Miscellaneous.*—Broom and brush makers report business brisk. The Bartenders' League reports all members employed.

*Transport.*—Railroad trainmen, railroad trackmen and freight handlers are all kept busy. Steamboat men and firemen are well

employed. Ship labourers report work as fair. The Ship Labourers' Union and Ship Labourers' Society have amalgamated, and in future will be known as the Longshoremen's Association. This was accomplished through a committee of five from each society and five members of the Trades and Labour Council, and was ratified at a mass meeting of both societies on May 26. Street railway employees are kept busy. Teamsters report work fair.

*Unskilled labour.*—Unskilled labour is pretty well employed.

### District Notes.

*Moncton.*—On May 27th fire destroyed 1,500,000 feet of spruce and pine lumber on Lake Rex, six or seven miles from here.

*St. Stephen.*—Joseph McVey has closed a contract with the Canadian Pacific Railway for the construction of a number of cement culverts between St. John and Megantic and on the Woodstock branch. The cost is estimated at \$30,000.

### QUEBEC, QUE., AND DISTRICT.

*Messrs. P. J. Jobin and E. Little, Correspondents,* report as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during the month has been active, and a tendency towards higher rates of wages manifested. Corporation labourers have received an increase from \$1 to \$1.25 per day, and corporation carters from \$1.50 to \$2 per day. Coal carters also obtained an increase of 50 cents per day, or from \$2 to \$2.50, about 70 men being affected by the change. Female labour in the Edson Fitch match factory have obtained an increase of five cents per day, or from 25 cents to 30 cents; 65 girls are affected by this change. Axemen employed on booms received a general increase of 30 cents per day, narrow axemen from \$1.40 to \$1.70, and broad axemen from \$1.60 to \$1.90 per day; 180 men in all were affected. Tanners and curriers obtained an increase

of from 15 to 25 cents per day in the 28 establishments in the city. Steamboat captains and steamboat firemen also obtained an increase of about \$10 per month, and batteauxmen and longshoremen were granted an advance.

#### CONDITION OF LOCAL INDUSTRIES.

Seeding is about finished in the *agricultural* industry, and the want of rain is beginning to be felt.

A number of *lumber mills* have commenced cutting for the season, though several have not yet started up, owing to the lack of water necessary to float their logs to the mill.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—A number of new buildings have been started and the demand for labour in the building trades has been well sustained. Wages remain steady. Painters also have plenty of work.

*Metal, engineering and shipbuilding trades.*—In the iron-working trades the month has been a good one, though no overtime has been worked, as was the case in April. Electrical workers and linemen have had a good month.

*Woodworking and furnishing trades.*—Coopers report a fair month's work.

*Printing and allied trades.*—Printers and pressmen have had a good month, and there are no idle men in these trades in the city. Bookbinders report work plentiful.

*Clothing trades.*—In the boot and shoe factories the month has been a slack one; in many of the establishments only a few have worked full time.

*Food and tobacco preparation.*—Cigar-makers report work plentiful, and there has been an increase in the number of employees in many of the establishments.

*Leather trades.*—Conditions are active, and as yet do not seem to be affected by the slackness in the shoe factories.

*Miscellaneous.*—Barbers report trade good.

*Transport.*—Additional passenger and freight trains have been run during the month, and there has been exceptional activity on the railways in connection with the running of immigrant trains, some 3,000 or 4,000 immigrants having disembarked here each week. The demand for ship labourers has been active, both for loading and unloading cargoes. The arrival of about 6,000 tons of Welsh anthracite coal was a noticeable feature of the season's business. Thus far, however, there have been no arrivals of American canal boats with American anthracite, lake steamers and lake barges having thus far replaced them. The new tariff for the long-shoremen went into effect on May 1. This is a distinct organization from the ship labourers, and the work of its members consists principally in handling goods upon the wharfs and loading and unloading the smaller craft and coasting vessels.

### THREE RIVERS, QUE., AND DISTRICT.

*Mr. John Ryan, Sr., Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market continues satisfactory. There is a scarcity of day labourers here at present, and any who wish to work can get employment. A considerable improvement over last month is noted, more men being employed now than then. The construction of the new seminary church, wharf, and many houses is giving work to a large number of hands, though the outlook for the building trades does not seem as good as it was last year, the reason being the price of materials and the scarcity of hands. The joiners' and carpenters' trades are very active, the former being somewhat hampered by a scarcity of hands owing to the construction of the new wharf. It is expected that this condition will last two or three months. Banks report business as good as last month. There have been no disputes of importance between employers and em-

ployees. The strike in Montreal gave much extra employment to labourers here, as several of the Canadian Pacific Railway steamers were loaded and unloaded satisfactorily until the close of strike. Manufacturing is fairly active, the local establishments running full time. The planing mills and sash and door factories are exceptionally busy at present.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture* is in a backward condition. The farmers need rain.

*Log sawing* in the different mills will begin in June. The logs from the drive are beginning to arrive in the booms, and the number will increase daily until close of drive, about the end of June. Owing to the cold spring, lakes were frozen over until near the middle of month, which has delayed greatly the descent of logs.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers are not so busy, masonry work not being sufficiently advanced. Carpenters and joiners are in great demand at good wages. Lathers and plasterers report trade fair. Painters, decorators and paperhangers have had a good month. Builders' labourers have had some work.

*Metal, engineering and shipbuilding trades.*—Machinists were well employed. Electrical workers have been constantly employed all spring. Blacksmiths report plenty of work. With bicycle workers work is fair. Sheet metal workers have been very busy for the past two months and have good prospects for the future. Horseshoers are fully employed.

*Printing and allied trades.*—Printers are very busy, and bookbinders are well employed.

*Clothing trades.*—Journeyman tailors, garment workers and glove makers report trade very good. Boot and shoe workers are all working and say trade is very good.

*Food and tobacco preparation.*—Bakers and confectioners are constantly employed.

Cigarmakers and tobacco workers report work a little slack, although all are kept busy filling orders: Canadian tobacco is mostly used.

*Leather trades.*—Tanners and curriers have constant work at good wages. Saddlers, trunk and bag makers report work fair.

*Miscellaneous.*—Barbers are very busy, and work full time. Clerks and stenographers are busy. Hotel and restaurant employees are fully employed and are well paid. Laundry workers are fully occupied at present, and have been all the year round.

*Transport.*—Ship labourers and long-shoremen have been busy since the opening of navigation, and have made no complaints on the score of wages, &c. Cab drivers, hackmen, carters and draymen are all doing fairly well.

There is a scarcity here of *unskilled labour* at the present moment.

### SHERBROOKE, QUE., AND DISTRICT.

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour of all kinds has been in good demand, and there has been no cessation in the activity which has characterized all branches of industry in this section for some time past. The machine shops are exceptionally busy, and good mechanics find ready employment. The Canadian Rand Company has decided to increase its shops by fifty per cent, to give room for the establishment of a branch of an American concern, the product of which will be pneumatic tools. Some six or eight years ago the Canadian Rand Drill Co., a branch of the American Rand Drill Company, started in Sherbrooke with about a dozen hands; now the company employs over 125 mechanics. The question of establishing a branch of the Jencks Machine Company, in Western Ontario is now before the directors. Should the company decide to go west it will not effect the works

here, which now employ over 400 hands. Wholesale and retail merchants report business as being very good. About the middle of the month the stonecutters in the employ of Messrs. Simonneau & Dion, contractors for the extension at Bishop's College, Lennoxville, made a demand for thirty cents an hour, and the demand was granted without any trouble. There has been no unrest amongst employees during the month.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* are complaining of the continued dry weather in this section, and they state that unless rain soon falls the hay crop will be a failure. All work is well advanced.

There have been a large number of *bush fires* in the surrounding district during the past ten days, and reports of damage done are only being received from the outlying districts. In many cases large quantities of lumber have been destroyed, including pulp wood and cordwood.

All branches of *manufacturing* are busy. It is stated that between 200 and 300 people moved to Magog from Lowell, Mass., during the first part of the month, owing to labour troubles at the latter place. Work was given all those capable at the Dominion Cotton Company's works.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades have had a good month. In all branches of the trade men are fully employed. There are a number of private and public buildings just begun, so that the prospect for the season is bright.

*Metal, engineering and shipbuilding trades.*—The metal and engineering trades report work exceptionally good. Moulders are very busy, and several new arrivals in the country have found employment here. Machinists are in good demand, and good men will find ready work. Electrical workers and linemen report plenty of work. The People's Telephone Company is in-

stalling a new system and considerable extra work is occasioned thereby.

*Woodworking and furnishing trades.*—Woodworkers have had a very busy month. One firm here had the contract for the fitting up of the Granby Post Office, and also the contract for the furnishings of a 100 room hotel at North Hatley. This caused considerable overtime to be worked. Carriage and wagon makers report business good.

*Printing and allied trades.*—The printing trade is busy.

*Clothing trades.*—Custom tailors report business exceptionally good, and complain of the want of help.

*Unskilled labour.*—Unskilled labour is in good demand and fair wages are offered.

#### DISTRICT NOTES.

*Granby.*—There is trouble in the Granby Enamelware Works, which culminated this week in the men refusing to work any longer until their wages were paid.

#### ST. HYACINTHE, QUE., AND DISTRICT.

*Mr. Napoleon Samson, Correspondent,* reports as follows :—

##### GENERAL CONDITIONS OF THE LABOUR MARKET.

The labour market has been very active during May. Help is wanted, especially in certain manufactures which have many orders to fill. The busiest factories are those of sash and doors and the tanneries, and several factories have been destroyed in the great conflagration which swept away a large part of the town on the 20th May, more particularly the manufacturing.\*

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons and carpenters are very busy. Painters have also plenty to do; there are even several contractors whose hands have to do

extra work. Plumbers are also very busy, and will doubtless continue so throughout the summer owing to the late fire.

*Metal, engineering and shipbuilding trades.*—Machinists working for Bertrand & Co. are actively employed.

*Printing and allied trades.*—In this group the employees in the three establishments have abundance of work.

*Clothing trades.*—In these trades increased business is reported.

*Leather trades.*—Tanners and curriers have had a good month, and the month of June will be a good one for them as they have plenty of orders to fill.

*Transport.*—The employees engaged in transportation have plenty to do.

*Unskilled labour.*—Labourers are in good demand.

#### HULL, QUE., AND DISTRICT.

*Mr. Rudolph Laferrière, Correspondent,* reports as follows :—

##### GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was dull in this city compared with the corresponding month of last year. Two causes are accountable for this condition, namely, the lack of corporation work and the expectation that the cement factory will soon start building operations. Only common labour is thus affected. The building trades are nearly all busy, a number of constructions being carried on. This has had a good effect on the retail lumber business, which employs a number of men. The possibility that the Booth mills would close down caused concern in some quarters. These saw-mills employ 600 or 700 Hull people, while a good many others work for the W. C. Edwards Co., and a few have a year round job at Thackray & Davidson's planing mills, all of which are affected by the recent by-law in Ottawa. The restriction placed upon lumber piling in the capital directly affects a particular class of Hull labourers, that is to say, pilers, teamsters,

\*A detailed account of this disaster appears on another page of the present issue of the Gazette.

cullers and shippers. The closing of that industry would thus drag after it several Hull families. This is probably the main reason for the decline in the labour market. The mica industry is gradually picking up again in the county after a period of inactivity. About 150 men work in the mines. The supply is much ahead of the demand. The American market started to buy anew, but the Canadian market consumes most of the production. A pleasing change in the Eddy factories is the half holiday given on Saturdays to the working hands. The company pays for a full day as before. The paper industry is flourishing, and in this branch the supply cannot meet the demand. A slight advance in wages was given during the month to the Hull electric linemen. Instead of \$1.65 they now receive \$1.75, the highest rate paid to linemen in the neighbourhood.

#### CONDITION OF LOCAL INDUSTRIES.

The long expected cement works have not been established yet. Many people refuse work elsewhere, preferring to watch their chance at the extensive construction, which may last a couple of years. The works themselves will not employ more than one hundred men.

The construction of the Gatineau railway above Gracefield is progressing favourably. Italians are chiefly employed at that kind of work.

*Mining.*—Mica miners get \$30.00 per month and board, or an average of \$1.50 per day of 10 hours.

*Manufacturing.*—The axe makers, about 30 in number, are paid from \$1.75 to \$2.50 per day in Hull. Some 25 girls working in a woollen factory average \$3.00 to \$6.00 per week, working 10 hours per day.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Wages in the building trades are unchanged. Very few hands in this line are out of work. Joiners, carpenters and boat builders or repairers get from \$1.50 to \$1.75 per 10 hour day. Masons and stonecutters are paid from

\$2.50 to \$3.00 per day. Journeymen plasterers are very few, every one jobbing for himself.

*Woodworking and furnishing trades.*—A few woodworkers in a small shop in Hull receive \$1.65 per 10 hour day.

*Miscellaneous.*—Barbers are paid from \$7.00 to \$9.00 per week. Grocery clerks and dry goods clerks get from \$8.00 to \$12.00 per week, with two nights off.

*Transport.*—The Hull electric linemen get \$1.75 for a 10 hour day. Lumber teamsters and yard hands at the retailers get \$8.00 per week, year round.

#### OTTAWA, ONT., AND DISTRICT.

*Mr. T. W. Quayle, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour was on the whole well employed during the month of May. Nearly every trade was busy, and some were unusually so. While there was no lack of work for unskilled labour, the supply in some lines was not much more than equal to the demand, a condition resulting from removals from the city during the earlier part of the season. Many members of the building trades, especially, were taken away by the higher wages offered in other cities. The bank clearings, and a brisk wholesale trade indicated a busy time in the mercantile circles, and buying for the late summer and early autumn trade was heavy. There were no changes in the rates of wages reported in any trade during the month, but very high wages were offered to competent men in every trade.

There was one strike inaugurated during the month, the plasterers going out on May 1, for an increase of five cents a day in wages, and an eight hour day. The strike was still in progress at the end of the month. The strikers, about twenty-five in number, were largely replaced with non-union labour, while a number left the city and others have taken small jobs at contract. The Canada Atlantic Railway track-

men's strike, which has been in progress for two months, was still on at the end of the month. During the month largely attended meetings, in sympathy with the strikers, were held at Renfrew, Pembroke and Bearbrooke.

#### CONDITION OF LOCAL INDUSTRIES.

*Lumbering* interests were active, all the mills being busy. There were rumours of possible removal of mills from Ottawa on account of the passage of a civic by-law prohibiting the piling of lumber within the city limits. The by-law was passed as a direct result of the disastrous fire of Sunday, May 10, which destroyed some 15 million feet of lumber and over two hundred houses, &c.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—With the exception of the striking plasterers, all employed in the building trades have had steady employment.

*Metal, engineering and shipbuilding trades.*—Iron moulders were well employed. Local Union, No. 280, of the International Association, elected officers on Wednesday, May 27, viz.: President, V. H. Annable; secretary, E. Bédard. Machinists were all fully employed.

*Woodworking trades.*—The woodworking trades were all active during the month, there being a brisk demand for good mechanics.

*Printing and allied trades.*—Printers were all employed, but there was considerable unrest owing to the unsatisfactory prospects of reaching an agreement with the employers in reference to the new scale, notice of which was given three months ago. The executive committee of the Typographical Union met in conference with the employers two or three times during the month, but were unable to reach an agreement, the employers stating that they were paying a higher scale than is paid in any city east of Winnipeg. The employers' final answer to the union was a general rejection of the new scale, with a request

for its withdrawal, as being excessive. The new scale, according to the notice sent out by the union, was to be enforced on June 1.

#### BELLEVILLE, ONT., AND DISTRICT.

*Mr. W. S. Macdiarmid, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The month of May has not shown any important changes in the labour market compared with the month preceding. There is plenty of employment and men are scarce. Merchants report a busy month with all classes of people. Wages are good. Many of the contractors report if they want to employ common labour they have to give \$1.50 per day. This is an increase of 25 cents over last year. Banks report a good month's business, with an increase over the month of April, and the cheese industry is now in full operation. There have been no strikes or lock-outs during the month.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers* have finished their seeding, and are actively engaged in dairy work. They report a difficulty to get men.

The month has been a good one for the *fishing industry*, large catches having been reported.

*Lumbering* operations are just now in full operation, a great many men being employed in bringing the drives down the river.

*Mining* in North Hastings is booming.

A number of new *manufacturing industries* are being opened up.

The Grand Trunk Railway Company intends doing considerable work here this summer in the way of *construction* work, which will furnish a great deal of employment to both skilled and unskilled labour.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—In the building trades a great deal of activity prevails, and there

is every reason to believe that the season on the whole will be much better than that of last year.

*Metal, engineering and shipbuilding trades.*—In the metal, engineering and shipbuilding trades the month has been a good one. Iron moulders and their helpers report a good month. Machinists and engineers make a similar report. Machinists are more than usually busy, as at this time they have a rush of work on harvest machinery. Electrical workers report a splendid month. A great many of the business concerns are putting in electric motors and taking out their steam plants. Metal polishers and brass workers report a satisfactory month, and plenty of work in sight. Bicycle workers say the season will be better than last.

*Woodworking and furnishing trades.*—Local concerns report a good month.

*Printing and allied trades.*—These trades have been active this month, and prospects are good.

*Clothing trades.*—The clothing trades have had a very good month, and report plenty of orders on hand.

*Food and tobacco preparation.*—In these trades the month has been a good one. Bakers, butchers, ice cutters, drivers and cigarmakers report a busy month.

*Miscellaneous.*—Barbers, clerks, stenographers and hotel and theatre employees report a good month.

*Transport.*—Steamboat men and their employees report business improving.

#### DISTRICT NOTES.

*The Belleville Portland Cement Company* intends, the first week of June, to have 200 men employed at its works in Thurlow township. There are 100 employed at present.

#### KINGSTON, ONT., AND DISTRICT.

*Mr. William Kelly, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been fairly well employed during the month. A few branches of the building trades, notably stone cutters and quarrymen, have been somewhat slack. The fact that the members of the painters' union, some forty in number, still refuse to accept anything less than the original demand for a minimum rate of \$2 for an eight hour day, and that the master painters refuse this, has also had a deterrent effect on building operations. Notwithstanding the fact that the journeymen are all at work contracting on their own behalf, and have much work ahead, several buildings, residences, &c., for which the master painters hold the contracts, are at a standstill for want of workmen to finish them. Several ineffectual attempts to settle the difficulty have been made. During the past month large shipments of grain have been received at the elevators at Kingston, and the arrival of three or four large lake steamers as well as a number of smaller vessels has been almost a daily occurrence. As much as two hundred thousand dollars' worth, or about a quarter of a million bushels, have been handled in forty-eight hours.

A reference to the following figures will show to what a marked degree Kingston is benefitting by the abolition of the canal tolls. Up to May 11, 1902, at the M. T. Company's elevator, 406,931 bushels of grain had been received and handled. Up to May 11, 1903, 1,356,728 bushels of grain had been received. This means that up to the present time the increase, as compared with last year, has been over two hundred and thirty per cent. As a result of the removal of the tolls, change of rates on the Canada Atlantic Railway, &c., it has been predicted that the elevators in Kingston may soon be unable to accommodate half the grain that is shipped into this port. The Alvington Hotel Company, capitalized at \$150,000, has been formed and will erect a hotel in the form of a sanitarium on a site which has been purchased here. There is a valuable sulphur spring

on the property, which will be utilized to a large extent.

Collections at the Inland Revenue office for the past month were : Spirits, \$6,335.31; malt, \$708,000 ; tobacco and cigars, \$2,629.20 ; bonded factory vinegar, \$205.29 ; other receipts, \$36.00; total, \$9,903.78. The sum of \$16,299.21 was collected by the Custom House as import duties for the month of April. In one day the sum of \$6,167.42 was taken in, and the clerks were kept busy with merchants settling up until 6 p.m. Wholesale and retail merchants report splendid business during the month of May. Business in real estate was very active during the month. Many transfers were made and the properties sold brought good figures.

The annual report shows that over \$17,000 was spent during the year in administering the affairs of the General Hospital. A nurses' home will soon be erected at considerable cost, and the plans and specifications are already out. The building is to cost \$10,000. The sum of \$26,000 was required to administer the affairs of the Rockwood Hospital here during the past year. Many improvements are being made to this institution by day labour, and further improvements are contemplated in the near future. Extensive improvements are now going on at the Kingston Post Office. During the month a fire occurred at the Kingston Hosiery Mill. A number of the hands, who were temporarily laid off as a result, have returned to work. The Dominion Government during the month, at a cost of \$5,000, purchased a piece of land adjoining the Artillery Park. This is taken as evidence that the Batteries 'A' and 'B' will remain here and that extensions will be made for the accommodation of the sections of the permanent forces stationed at Kingston. Some eighty of the members of these batteries received orders to be ready to proceed to Montreal during the longshoremen's strike. The order was subsequently rescinded. The strike had a very deterrent influence on the sale of cheese, which is a large article of commerce here. The recently-formed barbers' union has named a

special committee to insist on the enforcement of the Ontario law *re* Sunday Shaving, &c.

On the 1st of the month the annual meeting of the Kingston Board of Trade was held. The president's address gave a résumé of the work of the year. Mention was made of the application to the legislative assembly for the incorporation of a company to connect Soughboro lake with Kingston by rail, in order to operate the extensive marl deposits in that district. The address expressed the hope, in reference to the locomotive works, that the industry would prosper, and pleasure in the fact that it had been retained in Kingston in the midst of so many labour difficulties. The substantial business being done at the knitting mill, the cotton mill and the Kingston foundry were also commented on. The present labour trouble in Kingston, and the endeavours of the president of the board, in the way of settling such difficulties, were also mentioned. The board's co-operation with the city council in matters of general interest were referred to. The board has put itself on record as favouring (1) Canadian contribution towards imperial defence; (2) the extension of the system of state-owned cables; (3) a lower rate of postage on periodicals between Canada and Great Britain, and (4) the exemption of Canada from taxes on certain cereals exported from Canada to Great Britain. Co-operation with Toronto on these matters, and the recent establishment of a branch of the navy league here, were also noted. As a matter of great importance to Kingston, the recent Marine Convention held in Ottawa was mentioned, the results of which have been so important to the various shipping interests at this port.

#### CONDITION OF LOCAL INDUSTRIES.

The farmers are anxiously looking for rain. The ground in the pastures is as dry as it usually is in August, and growth is very backward. Unless rain comes soon there will be short crops. Most of the

farmers are fortunate enough to have their barns filled with hay from last year.

*Fishing and lumbering* are only fair, but are not important industries here.

*Mining* is still very active. Recently more mica mines were purchased and opened in the vicinity of Bob's Lake. Large quantities of felspar are also being got out and prepared for shipment.

*Railroad construction* and kindred work is brisk.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Work in the building trades is fair.

*Metal, engineering and shipbuilding trades.*—During the month a special committee of the Trades and Labour Council was appointed to draft a petition to the Ontario legislature and the Dominion government, protesting against any movement looking to the importation of more skilled mechanics into the province. On the other hand local concerns claim that there is a scarcity of skilled mechanics in these lines.

*Woodworking and furnishing trades.*—Woodworkers are busy.

*Printing and allied trades.*—Printers report a good business. On the 13th of June the Times Printing Company will take over and conduct the *Daily News*.

*Transport.*—The transport business has not been so active in years. Owners report a scarcity of sailors.

*Unskilled labour.*—Unskilled labour of all kinds is in much demand.

#### TORONTO, ONT., AND DISTRICT.

*Mr. Philip Thompson, Correspondent*, reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour in nearly all departments continues active, but conditions have been much disturbed by the prevalence of strikes, especially in the building trades

and iron-working industries, which have naturally a widespread effect upon general business. A large number of British immigrants have arrived during the month, many of them mechanics and urban labourers who have readily found employment, excepting where they have refused to take the places of men on strike. Satisfactory crop conditions and the growing demands of the west have tended to stimulate trade, and nearly all manufacturing establishments are busy, and in some cases have more orders than they can undertake. The prospects are bright for continued activity throughout the season.

#### CONDITION OF LOCAL INDUSTRIES.

The *building trade* is paralyzed by the continuance of extensive strikes, and even if a speedy settlement is reached, and which appears by no means probable, the volume of operations for the season will be much smaller than was anticipated at the outset, as several large contracts, which was then under way or in contemplation, have been abandoned, at least temporarily.

*Manufacturing industries* of all classes are prospering, and the demand for staple goods is reported as being larger than during any previous season, leading to the belief that the present favourable conditions are likely to continue for some time longer. Many factories are increasing their facilities, so as to enlarge their output.

The *Agricultural* situation is equally satisfactory, recent heavy rains having averted the immediate danger from drought. The crops are well advanced, and in excellent condition, and the demand for labour hardly so pressing as at the beginning of the season. Many British immigrants have obtained situations at good wages among the farmers of the district.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Building trades are largely idle owing to the strikes which began May 1, and others occurring later in the month. The carpenters who struck on

that date for an increase of pay from thirty to thirty-five cents per hour are still out to the number of five hundred or six hundred. About four hundred union carpenters whose employers have granted the increase are working on permits from the unions. The builders' labourers, who struck at the same time for an increase from twenty-five to thirty cents per hour, when about six hundred and forty went out, remain on strike, and as the union bricklayers refuse to work with non-union labourers, about six hundred men belonging to that trade are also out of work. Men in the other branches are largely idle in consequence of the general stoppage of construction. An extension of the strike was considered possible at the end of the month, owing to the action of the master painters' association, who, on the 28th instant, decided to reduce the wages of painters and decorators, which were increased to thirty-five cents per hour on May 1, to the former figure of thirty cents per hour from June 1. The painters have been fairly busy during the month, considering the generally disturbed conditions. The plumbers report trade good, and employment better than during April. The steamfitters find work a little slack.

*Metal, engineering and shipbuilding trades.*—With the exception of some disturbances in connection with the iron trades, the men engaged in these lines are busy and prospects are excellent. The union iron moulders and core-makers to the number of four hundred, went on strike on the 4th instant, for a reduction of hours from fifty-four to fifty hours per week, viz., nine hours per day for five days and five hours on Saturday. After being out for a fortnight they returned to work on a temporary arrangement, leaving the difficulty to be settled by negotiation. In the meantime a number of men had left Toronto and found employment elsewhere. The structural iron workers went on strike on the 8th instant for thirty-five cents an hour, and an eight hour day. The strike is still on. Of one hundred and twenty men who

went out, over seventy have found employment in American cities, and others expect to go shortly. Jewellers and silver-smiths are very busy largely owing to the demand for souvenirs and medals, and several establishments are working overtime. The purchase of a controlling interest in the American Watch Case Company by an American syndicate, will result in the employment of a largely increased staff. About twenty-five metal workers in the employ of the Luxfer Prism Company, are out on strike, in sympathy with striking glass workers.

*Woodworkers and furnishing trades.*—Considerable activity prevails in these lines. The coopers have been granted an increase of five cents an hour with a reduction of five hours per week, piecework men receiving an increase of about twenty-five per cent. The men went out on strike on the 4th, and the terms were speedily conceded. The cabinet makers have effected a compromise by which they have secured 27½ cents per hour with a nine hour day. A small strike of carriage workers in one establishment on the ground of refusal to pay the union scale, is still on. The piano workers are well employed. Some sixteen varnishers and polishers employed by the Gerhard Heintzman Piano Company are on strike for higher wages.

*Printing and allied trades.*—The printing trades are particularly busy, and have had a good month, with no disturbances.

*Clothing trades.*—Journeymen tailors have as a rule had plenty of work, and garment workers have been fairly busy. Garment pressers have made a demand for an increase in wages to 27½ cents an hour and nine hours per day. They now get from twenty to twenty-five cents an hour and work ten hours a day. Negotiations are in progress.

*Food and tobacco preparation.*—The bakers some time since formulated demands for increased pay and changes in hours, asking \$15.00 per week for foremen, \$13.00 for oven and table men, and

\$10.00 for helpers, and work to start Sunday night at twelve o'clock instead of ten. The first demands included a clause for abolition of all night work, which was subsequently abandoned. The employers are willing to concede increased scale, except in the case of helpers, to whom they will not pay more than \$9.00, but insist on Sunday work commencing at ten p.m. It is probable the matter will be settled amicably. The brewery workers have been conceded an increase of  $12\frac{1}{2}$  per cent in wages. Under the new scale, commencing May 1st, the minimum wage will be \$8.00 per week, with Saturday half holiday. The cigarmakers are fairly well employed.

*Leather trades.*—The general condition of the leather trades is satisfactory since the settlement of the harness workers' strike, which was ended on the 11th by a compromise.

*Miscellaneous.*—The glass workers; to the number of about seventy, went on strike May 1st for increased wages, the scale demanded being: Buff polishers, 20c.; lead glaziers, bevellers, roughers, emeryers and smoothers, 30c.; wood polishers, 22c.; and plate and sheet cutters, 25c. per hour. Several firms acceded at once to the scale, and others have agreed to them since. Only about eighteen men remain out. The concrete and asphalt pavers, numbering in all over six hundred men, made an unsuccessful attempt to secure higher pay. Some of them went on strike May 1st, the movement subsequently extending so as to embrace all classes of the trade. They returned to work on the 18th, financially unable to continue the struggle. A large number of trained waiters have been brought from New York for the staff of the new King Edward hotel.

*Transport.*—The employees of the Toronto street railway have for some time been dissatisfied with the condition of employment, and fears were entertained that another strike would take place, but after protracted negotiations an agreement was arrived at on the 23rd, embodying some

important concessions, which the men accepted as satisfactory.\*

The teamsters employed by the cartage companies, who number about three hundred, demanded an increase of pay from \$39.00 a month to \$45.00, with pay for overtime. The companies offered \$42.00 without overtime, and a compromise being finally arrived at on that basis and a strike averted. The freight handlers in the employ of the Grand Trunk were granted an increase on the 7th instant of from  $13\frac{1}{2}$  cents to 15 cents per hour. The baggage men at the union station will also receive an increase.

#### DISTRICT NOTES.

*Stouffville.*—The Pork Packing Company at Stouffville has ceased operations and gone into liquidation.

*Toronto Junction.*—The Canada Foundry Company is projecting further additions to its extensive works, and has purchased an additional area of land. Its locomotive shop will be three hundred feet long and one hundred and seventy-five feet wide, and the bridge building about the same size. *The bricmakers' strike* continues, and the scarcity of brick is embarrassing local contractors. The Canada Packing and Provision Company is arranging for the construction of a brick building, four stories high and 300 feet long by 120 feet wide, with basement. The C.P.R. shop employees have accepted an increase of wages amounting to one cent per hour in place of their demands for a large increase.

#### HAMILTON, ONT., AND DISTRICT.

*Mr. S. Landers, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally is exceptionally well employed, and few idle working people are

\*A reference to this agreement appears under a separate heading on another page of the present issue of the *Gazette*.

to be found in the city. During the month a representative of the Clergue Company at Sault Ste. Marie was in the city looking for labourers, but could secure none, although prepared to guarantee 25 cents an hour, railroad fare to the work, to be paid and steady employment offered up to next December or later. The local Westinghouse Company has decided to increase its plant. The capital stock of the Hamilton business is now worth \$500,000. With the combination this will be increased to \$2,500,000. While the buildings to be erected will not cover all the 11 acres of ground space, they will be large enough to accommodate 1,000 employees. Ground space will also be left for further extensions. Wholesale and retail trade is generally good. The plans for the new freight sheds at Hamilton are about completed, and the Grand Trunk Railway officials say building operations will be commenced next month at the least. The new building will be over a quarter of a mile long, and will cost about \$15,000. Moulders have received an increase of wages, as have also some branches of the boot and shoe working trades. The Meriden Britannia Works employees have been granted a Saturday half holiday, and pay for all statutory holidays, piece workers receiving a proportionate increase.

#### CONDITION OF LOCAL INDUSTRIES.

*Agriculture* in this district has again assumed a fairly busy aspect, but the lack of rain the former part of the month, has had a tendency to do harm to grain and small fruits.

*Manufacturing* generally is very busy.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are very busy. No serious strikes have affected the trade during the month. The builders' labourers are all back at work, the union men receiving 25 cents per hour. Carpenters are well employed. Plumbers are negotiating for an increase of from 25 to 27½ cents per hour.

*Metal and engineering trades.*—Iron moulders are busy in the different branches. An increase of five per cent for piece workers and 15 cents per day for week workers was granted during the month. Machinists and electrical workers are fairly busy with all men working. Stove mounters and blacksmiths are all well employed.

*Woodworking and furishing trades.*—Woodworkers are all busy in the several branches of the trade. An upholsterers' union was formed during the month.

*Printing and allied trades.*—The printing trades are all well employed at good wages. Bookbinders are also busy.

*Clothing trades.*—Journeyman custom tailors are in their busy season, and have plenty of work. Garment workers have had only a fair month, as it is between seasons with them. The strike of tailor operatives was not settled at the end of the month. The difficulty is over the recognition of an independent union, which the master tailors refuse. Boot and shoe workers are busy, and all operatives are well employed. The following branches have received increases in wages of 20 per cent : Cutters, lasters and buffers.

*Food and tobacco preparation.*—Bakers were threatening to strike on June 1 for day work. Two employing bakers have signed the agreement.

*Leather trades.*—The leather workers' strike is settled, and the men secured a 10 per cent raise.

*Transport.*—Railroad workers, electric and steam, are all well employed.

*Unskilled Labour.*—Unskilled labour is very scarce, all men are at work. The strike of cement and asphalt pavement workers is over, the former returning without the increase asked, and the latter gaining their point of weekly instead of monthly pay.

#### DISTRICT NOTES.

Wholesale and retail trade and manufacturing in the district have been generally good.

*St. Catharines.*—Work generally in the different trades is good. There have been no noticeable disturbances in labour circles during the month.

*Dundas.*—As in the district generally, conditions are very active at this point, and men are required in different trades. The Bates Felt Company has sold out to the Penman Company of Paris, who will move the plant to St. Hyacinthe, Que. During the month the Mason & Son tannery was destroyed by fire.

*Niagara Falls.*—Contractors on the electric power development works settled with their striking stonemasons and work was resumed. There are two labour councils in this place now; the building trades unions have a very active council, and all other unions are affiliated with the Trades and Labour Council.

*Welland.*—The Canadian Miller Signal Company has been incorporated with \$1,000,000 capital. Carpenters have gained a nine-hour day, with wages the same as for ten hours last year.

*Thorold.*—Work here in the mills and small shops is very busy. At the regular meeting of the Federal Labour Union of Thorold, it was resolved to place the Hedley-Shaw Milling Company of Thorold, Ont., on the unfair list.

*Port Colborne.*—Work in the town is well engaged at fair wages generally. The Federal Union of the A. F. of L., in this place, has about 300 members. The Government steamer 'Petrel' made a seizure off Crystal Beach, ten miles east of this place. A large gasoline launch, with 400 pounds of fish, and thirty nets were on board. The 'Petrel' towed the outfit here and handed it over to the Customs department.

*Beamsville.*—After two months idleness, the strike in the quarries is over. The stone-cutters went back to work without getting any concessions from the management.

#### BRANTFORD, ONT., AND DISTRICT.

*Mr. J. C. Watt, Correspondent,* reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

All local workingmen have been fully employed during the month. There has been no inclement weather or serious labour disputes, and outside and inside operations have advanced steadily. Civic improvements commenced on a large scale at the beginning of the month, affording employment to a number of men. Industrial activity is steadily increasing as the season advances. The iron and building trades are the busiest at the present time. Large shipments from many of the local factories, and a constant demand for more men are evidences of prosperity. Merchants, wholesale and retail, have had a considerable month's business. Some are enlarging their premises and putting in new and attractive fronts. At one of the local factories a number of moulders quit work because more apprentices were taken on than had been agreed upon; the apprentices were removed and the men returned to work. The wages of the local cigarmakers, upon request, were advanced 50 cents per thousand on May 11th. A number of the manufacturers have again granted their employees the Saturday afternoon holiday for the summer months. At the woollen mills overtime is being worked three nights per week, and in several departments work is continued all night.

#### CONDITION OF LOCAL INDUSTRIES.

*Farmers and market gardeners* have had an active month, the weather being favourable, and much of the crop is in. The rain during the latter part of the month was very opportune, the soil in this locality requiring considerable rain. Fruit trees and bushes are covered with blossoms.

With the exception of one of the pork factories, which has been partly shut down for some time, all local *manufacturing industries* seem to be working to their full capacity. The Brantford Cordage Company announces that a large addition to its present plant will be made in the near future, and the stock increased.

Work upon *railway construction* continues, principally upon the Grand Trunk. It is announced that a new station will be erected here soon.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons, carpenters and joiners, have all been actively employed. Lathers and plasterers have had a good month; they will be more active when buildings are further advanced. Painters and decorators and paperhangers are all employed, and there is a demand for men. Plumbers, gas and steamfitters have not been extra busy during the month.

*Metal, engineering and shipbuilding trades.*—Iron and brass moulders, core-makers and machinists have been fully employed, and in the last two mentioned trades overtime has been worked. Stove mounters, buffers and platers report a busy month's work. All blacksmiths, boiler-makers, bicycle workers and horseshoers have had steady employment, and many of the former have been working overtime.

*Woodworking and furnishing trades.*—Woodworkers, other than carpenters, have been fully occupied, and steady employment is assured for some time to come.

*Printing and allied trades.*—Printers and pressmen report plenty of work in their line.

*Clothing trades.*—Custom tailors have had a good month, and a number have been working extra time. Some report having had the best May in years.

*Food and tobacco preparation.*—Bakers and confectioners report an increasing trade as the summer advances. Cigar-makers and tobacco workers have been exceptionally busy. Wages have risen 75c. a week.

*Miscellaneous.*—Bakers, clerks, delivery employees, hotel and restaurant employees and laundry workers, report an average month.

*Transport.*—Railway trackmen have had an active month, and freight-handlers have

been kept busy. Street railway employees have had extra work on account of the opening of the Grand Valley Electric Railway, and the cars running to the park. Carters and teamsters have plenty of work at this season. Cab drivers and hackmen report a fair month.

*Unskilled labour.*—This class of labour is still in demand. Good wages are offered for steady men.

#### DISTRICT NOTES.

*Blue Lake.*—There is a scarcity of workmen. Labourers can find employment here.

*Paris.*—All local industries are working full time, and some are working overtime. Labourers are in demand, and secure employment at good wages.

#### GUELPH, ONT., AND DISTRICT.

*Mr. O. R. Wallace, Correspondent,* reports as follows :—

#### GENERAL CONDITION OF THE LABOUR MARKET.

During the month of May the labour market has been very active. All classes of work-people have been steadily employed, and there has been a scarcity of men in some lines, particularly in unskilled labour, caused by the work on the sewerage system, the opening of the new tube mills, and the large amount of building under way. A number of Italians have been brought in to work at the tube works and on the sewers, but the supply of labour is not yet up to the demand. Building operations at the Old College, the Carnegie Library and the post office are being rushed ahead. There have probably been about 100 men come to the city who have obtained new jobs during the month in addition to those coming in to take the places of other men. Woodworkers and piano and organ workers to the number of about 300 have been granted a new time scale under which they will work 56 hours instead of 59 hour a week, and for which day workers will receive the same pay and piece workers an increase of 5 per cent. A strike of

45 woodworkers in the employ of the Raymond Company, for an increase of 15 per cent, was settled after about 10 days. By the new scale the men get an increase of  $12\frac{1}{2}$  per cent. Several labourers employed on the streets by the city went on strike for an increase of from 15 cents an hour with a 9 hour day, to \$1.50 per day of 9 hours. The men were acting by themselves and on the demand being refused they sought other employment. Cigarmakers have been granted a new scale of prices, making \$7 the lowest rate per thousand, instead of \$6, with corresponding increases on some other lines.

#### CONDITION OF LOCAL INDUSTRIES.

The Grand Trunk Railway Company has a large gang of men, including Italians, at work improving its roadbed on the Great Western division.

The new tube mills commenced operations during the month, with over 100 men. There is a project under way by the same firm to erect a rolling mill at a cost of about \$250,000.

An option has been obtained from the banks who hold the stock of the Street Railway Company, so that the question of its purchase can be submitted to the ratepayers on a basis of the city buying the road for \$78,000.

#### CONDITION OF PARTICULAR TRADES.

*Buildings trades.*—Stonemasons and bricklayers have been well employed, a number affected by a Toronto strike having been given employment here. There is considerable public work under way, but not many houses. Carpenters and joiners have had a steady month's work. Painters and paperhangers have been very busy. No action has yet been taken to settle the strike which was declared on March 2nd. All the men concerned have found other employment, and no other men are coming in. Stonecutters have all been employed during the month, and a number of new men have been taken on. Builders' labourers are all employed, and there is a slight scarcity of experienced men.

*Metal, engineering and shipbuilding trades.*—Iron moulders, machinists, machinist helpers and sheet metal workers have all found steady employment during the month.

*Woodworking and furnishing trades.*—Woodworkers have had a good month, excepting those employed by the Raymond Company. Piano and organ workers are very busy. They have to the number of about 300 been granted a 56 hour week instead of a 59 hour week. Upholsterers are very busy, and report a scarcity of men. Woodcarvers have all been steadily employed, and a number of men have been taken on. Carriage workers and trimmers report a good month. Coopers on tight work are busy, but only fairly employed on stock work.

*Printing and allied trades.*—These trades report a good month.

*Clothing trades.*—Tailors have had a very busy season so far.

*Food and tobacco preparation.*—Bakers are seeking a new agreement by which only day work will be done, and a rate of \$11.00 per week. Cigarmakers have had an idle month, no work being done to any extent owing to large stocks on hand.

*Miscellaneous.*—Brewery workers report a good month's work.

*Transport.*—Teamsters and delivery men of all classes are well employed, with considerable changing round of men.

*Unskilled labour.*—Unskilled labour is in demand, and the following are the general rates being paid: Sewer workers, \$1.75 per 10 hours; builders' labourers, 18 cents an hour for 9 nine hour day; indoor labourers, \$1.25 to \$1.50, with 10 hour day.

#### STAFFORD, ONT., AND DISTRICT.

Mr. W. H. Westbrooke, Correspondent, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the month was satisfactory, and all

classes of workmen have been steadily employed. The new biscuit factory is progressing rapidly, and it is thought that it will be completed within the specified time, that is, by the 15th of June. A new industry was started during the month owned by the firm of Messrs. Nichols & Hodgins, manufacturers of ready-made clothing. This company employs a considerable number of hands. Plans are now ready for a large addition to the Windsor Hotel, and also for a Y.M.C.A. building to be erected this season. There is still a scarcity of dwelling houses suitable for workmen. A cottage will be put up beside the hospital for the use of the nurses. Carpenters have received an increase of from 2 to 2½ cents per hour, and quite a number of men in the Grand Trunk Railway shops have received increases in wages. There are no labour troubles in progress at the present time.

#### CONDITION OF LOCAL INDUSTRIES.

The fall wheat, in this locality, is looking well, and farmers expect to have a good crop.

All the *factories* are running full time, and are very busy.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons have not been very busy during the month owing to the scarcity of brick, but it is expected there will be a good supply after the first of June, when the buildings that are now ready will be rushed up. Carpenters are very busy, and a few good men could find employment. Painters and paperhangers are also very busy. Plumbers and gasfitters report having plenty of work.

*Metal, engineering and shipbuilding trades.*—Iron moulders are all working. Machinists, electrical workers, blacksmiths, boilermakers and horseshoers report being fully employed.

*Woodworkers and furnishing trades.*—Woodworkers have been very busy during the month, and report plenty of work on hand.

*Printing trades.*—Printers report trade being in a satisfactory condition, with bookbinders all employed.

*Clothing trades.*—Garment workers are still very busy, and are short-handed.

*Food and tobacco.*—Bakers and confectioners report business to be very satisfactory. Cigar makers are very busy.

*Miscellaneous.*—Barbers, clerks and delivery employees report business satisfactory.

*Transport.*—Traffic men on the Grand Trunk Railway have been very busy during the month. Cabmen and draymen find business brisk.

### LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, *Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The trade activity which has prevailed in this district during the past two summers has now entered upon the third season, and indications point to this being even better than its predecessors. A number of mechanics from Great Britain arrived here during the month, and have all procured employment. The regular civic improvements of the summer season have commenced, and a large number of men and teams are engaged on cement walks, new roads, sewers, &c. The new moulding and mounting shops for the McClary Manufacturing Company will be opened early next month. The Real Estate Owners' Protective Association is advancing rents to new tenants, from \$1.00 up, according to the class of house. In the latter part of April and early part of May labour conditions in this city were very unsettled owing to the changes in the hours of labour and scales of wages, but this has now all been adjusted (with the exception of the cigarmakers), and almost all workers have been benefitted thereby.

#### CONDITION OF LOCAL INDUSTRIES.

Much difficulty is experienced in securing *farm hands* in this district, and from

\$28 to \$30 per month is offered for short periods, and \$25 per month for six months' engagements. A lack of rain is also affecting the spring work.

The *railways* suffered during the early part of the month from the strike of the dock hands at Montreal, as the freight shipments did not arrive here, but after the settlement of the strike an impetus was given to the freight business. The Canadian Pacific Railway Company is preparing to enlarge its siding capacity. The London & Southwestern Traction Company has about completed the work on its road from the outskirts of the city to Lambeth, and all that is wanted now is permission to enter the city. Contracts have been let for the construction of the London & Port Burwell Electric Line, and work will be commenced on it soon.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.* — Bricklayers and masons are in demand. A number of men who are out on strike in Toronto have found employment here, and also have a few from Scotland. The brickwork on the extension to the cold storage has been completed, and a large number are engaged laying stone at the new armoury, and on the addition to Perrin's Candy and Biscuit factory. Carpenters and painters are busy, and a few more men could procure work in these lines. The building of the new armoury has given a great impetus to the stone cutting trade, and a large number of outsiders have found employment on that job. Builders' labourers are in demand, and as much as 24 cents an hour is offered by one firm for this class of labour.

*Metal, engineering and shipbuilding trades.*—Iron moulders report trade good. Machinists are exceptionally busy. Linemen are mostly engaged on repair work. Metal polishers and stove mounters are busy; those employed by the McClary Company expect to be in their new building during the next month. Blacksmiths and boilermakers report business satisfactory.

*Woodworking and furnishing trades.*—Woodworkers, upholsterers, and carriage and wagon makers have work enough on hand to keep them going for some time. Coopers continue to be unable to catch up to the orders on hand.

*Printing and allied trades.*—Printers continue to be well employed, and two or three *steady* men could find employment. Talbot & Co. have plans out for their new building. Lawson & Jones' new building is well under way, and the London Printing Co. is contemplating putting in a new type-setting machine and several new presses.

*Clothing trades.*—Journeymen tailors continue to be well employed, but their rush will soon be over. Garment workers are busy, and have commenced their fall work. Boot and shoe workers report trade fair.

*Food and tobacco preparation.*—Bakers and confectioners are well employed. The proprietor of Johnson's bakery voluntarily advanced the wages of drivers \$1 per week. On the 11th of the month the cigarmakers (who never had a scale of prices in this city before) presented to their employers a scale of prices, which called for a small increase in their wages. The union factories of the city signed the bill, as did also the firm of Stirton & Dyer, (whose employees went on strike the month before), and in these shops the cigarmakers are working, but in about ten of the other shops the employees, about one hundred and four, went on strike when the employers refused to sign the bill. The chief contention seems to be the refusal of the employers to pay the prices contained in the bill to the female members of the union working on the same work as the men. A number of the original strikers have secured work in other shops, but at the end of the month there are no signs of a settlement being reached.

*Leather trades.*—Tanners and curriers are rushed. New buildings continue to go up at Hyman & Co.'s already extensive tanneries.

*Miscellaneous.*—Broom makers have orders ahead to keep them going for some months. Furriers are exceptionally busy, and advertisements are appearing for this class of workers. With theatre employees work is about over for the season.

*Transport.*—Railway work continues as brisk as ever. A number of locomotive engineers and firemen on the Canadian Pacific Railway, from this district, have been sent out west to help the company over the rush there. Street railway employees (whom I reported last month as having secured an increase of pay from 15½ to 16 cents per hour) have had their wages further increased to 16¾ cents an hour. Teamsters are exceptionally well employed, and the horses are being worked to their limit.

*Unskilled labour.*—A general demand is being made in all parts of the city for unskilled workmen. One firm is advertising for men at \$2 per day to unload coal, and the cement walk contractors are hampered on account of a scarcity of men, while the City Gas Company is asking for fifty men to excavate for new gas mains.

## ST. THOMAS, ONT., AND DISTRICT.

*Mr. A. Roberts, Correspondent,* reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been one of general activity, with the supply and demand for labour well balanced. One new industry has been added during the month, viz., a branch of the John Northway & Company's ladies' clothing manufactory of Toronto. The factory will make ladies' cloth suits, coats and mantles. The demand for this line is said to be large, and it is the intention of the firm to educate local help to do the work as fast as practicable. About 15 hands are at the present time employed, which number will be rapidly increased. Railway traffic continues very heavy, and as a consequence the large staff in this department is steadily employed. Retail trade continues normal.

The Centennial Celebration of the Talbot settlement, which comprises a large portion of this district, was held from May 21st to 26th. Preparations were made on a large scale, involving much extra labour, in the line of electrical illumination, decorations, &c., as well as the providing of extra food supply for the very large crowds which visited the city.

A partial strike of the section men on the Midland Central Railway occurred about the 1st of May. Some 42 men were on strike, principally on the eastern division. The men asked for an increase of pay from \$1.30 to \$1.40 per day. The strike was ineffectual, and most of the men returned to work after being out a few days, and no increase was granted.

### CONDITION OF LOCAL INDUSTRIES.

The condition of all local industries continues favourable, as the demand for *manufactured products* is keen. Railway steel is hard to obtain on account of the great demand, and as a result no double tracking is being done on the Midland Central Railway this season.

The Lake Erie and Detroit River and Père Marquette Company management propose enlarging its yards within the city to provide accommodation for its increasing business, and it is announced that the proposed extension of the road from St. Thomas to Niagara Falls will be built as soon as possible.

The city council has petitioned the legislature to pass a bill granting power to operate the St. Thomas street railway; to make extensions of the same within the city limits; to erect a power plant, and to extend the line to Port Stanley; also to make provision for the appointment of commissioners to manage the road, the board of management to consist of two commissioners, elected by vote of the electors and the mayor.

### CONDITION OF PARTICULAR TRADES.

The *building trades* are actively employed, but are not rushed in any line.

Bricklayers, carpenters, painters, plumbers, stone cutters and builders' labourers are all employed.

*Metal, engineering and shipbuilding trades.*—Iron moulders, machinists and boilermakers are quite busy.

*Woodworking and furnishing trades.*—Wood-turners, brushmakers, wood-benders and car builders continue to have a steady trade.

*Printing and allied trades.*—The printing trades are steadily employed, but are not so busy as during the three previous months.

*Clothing trades.*—Journeymen tailors and garment workers continue quite busy.

*Food and tobacco preparation.*—Bakers, confectioners and butchers have had an extra amount of business during the month as a result of an extra demand. Cigar-makers report a good trade.

*Miscellaneous.*—Barbers, broom-makers, delivery employees and laundry workers report a good month's business.

*Transport.*—Railroad traffic hands and street railway employees report themselves making good time as a result of heavy traffic.

## CHATHAM, ONT., AND DISTRICT.

*Mr. John R. Snell, Correspondent,* reports as follows :—

### GENERAL CONDITION OF THE LABOUR MARKET.

The satisfactory condition of the labour market reported last month still continues. There is a demand for carpenters, machinists and blacksmiths. The building trade is hampered by the lack of carpenters. Some of the contractors have refused to take any more contracts owing to their inability to procure the necessary number of men to do the work. The binder twine factory, which has been in litigation for some time, has been sold, a new company which has been formed having bought it and commenced operations again. The Canada Flouring Mill Co., which had a serious break down

with its engines some time ago, has resumed operations. The W. Gray & Sons Carriage Manufacturing Company is advertising for tenders for the construction of a large addition to its works to meet the increasing demand for its products. Commercial activity continues, and all phases of the transportation industry continue brisk, large quantities of lumber, cedar posts, etc., arriving daily. Wholesale and retail trade continues good. The rates of wages since the 1st of May are for carpenters from \$2 to \$2.25 per day, plasterers, \$2.25 to \$3; painters, \$2; bricklayers, \$3.50; labourers, \$1.65; ten hours being the day's work, except on Saturday, when it is 9 hours. A large number of men are employed paving and laying granolithic walks and sewers and extending water and gas mains.

### CONDITION OF LOCAL INDUSTRIES.

*Agriculturists and fruit farmers* are busy but complain of the scarcity of farm labourers.

*Local manufacturing* of all kinds continues active, manufacturers having pretty much all the business they can handle.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Men in the various branches of these trades are fully employed. Bricklayers, masons, carpenters, joiners, lathers and plasterers are all busy. Painters and paperhangers are rushed with work, as is usual at this time of the year. Plumbers report plenty of work. Stonecutters say work is somewhat slack. Builders' labourers are all employed.

*Metal and engineering trades.*—Iron moulders and machinists have all the work they can do. A scarcity of men exists in work is somewhat slack. Builders' labourers are all employed.

*Woodworking and furnishing trades.*—Carriage and wagon makers, pattern makers and coopers report steady employment.

*Printing and allied trades.*—Printers, pressmen and bookbinders report steady employment.

*Clothing trades.*—Journeymen tailors say trade is fairly good.

*Food and tobacco preparation.*—Bakers and confectioners, cigarmakers and tobacco workers are fully employed.

*Miscellaneous.*—Barbers and delivery employees have steady employment. Theatre employees report work in their line as slackening.

*Transport.*—Railroad men engaged in the transport business report a very good month. Longshoremen are all fully employed.

*Unskilled labour* is in good demand, especially farm hands. Farmers are much hampered owing to the scarcity of hands.

## WINDSOR, ONT., AND DISTRICT.

*Mr. David Mitchell, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during the month. There was a large increase in the demand for workmen of all kinds, and for skilled labour of all trades. New buildings are going up all over the city, and old ones are being repaired and painted. A large addition to the carriage works has been built, and steam power and machinery costing \$10,000 are being installed to keep up with trade. The Board of Works is getting the streets ready for paving, and is giving employment to a large number of labourers and teamsters. Labourers are receiving \$1.75 for nine hours, and \$4.00 is paid for teams for nine hours. Wholesale and retail trade continues good. There has been no change in the rates of wages, and no disturbance in the labour market.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are active. Bricklayers, masons, carpenters, lathers and plasterers have all the work they can do, and there is a good demand for skilled labour. Painters and paperhangers are rushed with work, and

men are hard to get. Plumbers, gas and steamfitters have all the work they can handle just at present. Builders' labourers are in demand.

*Metal, engineering and shipbuilding trades.*—General activity prevails in these lines, especially with iron workers, as first class men are hard to get and in several shops they are working overtime. The Grand Trunk Railway Company is overhauling one of its large transfer boats and is putting in four large boilers, which is giving employment to a large number of boilermakers, blacksmiths and ship builders.

*Woodworking and furnishing trades.*—The woodworking trade is in a flourishing condition at present, especially in the carriage and wagon trade. Manufacturers report the best spring trade they have had in years.

*Printing and allied trades.*—In the printing trade the month has been an exceptionally good one.

*Clothing trades.*—The month has been a busy one for the clothing trades. Tailors report an excellent month, most of them working overtime.

*Food and tobacco preparations.*—On account of the warm weather the bakers and confectioners are very busy. Cigar and tobacco workers report plenty of work.

*Transport.*—All trades engaged in transportation have all the work they can do and on the railroads the men are working overtime. Ship labourers and longshoremen are kept fairly busy loading and unloading vessels.

*Unskilled labour.*—Teamsters and unskilled labourers are in demand.

### DISTRICT NOTES.

*Sandwich.*—Sandwich has a building boom on this spring. There are a number of houses under way and a contract was let recently for a large hotel, to cost \$10,000. The Saginaw Lumber Company is building a large boarding house to accommodate its men as the company is putting on two gangs, and is going to run night and day.

## WINNIPEG, MAN., AND DISTRICT.

*Mr. John Appleton, correspondent,* reports as follows :—

## GENERAL CONDITION OF THE LABOUR MARKET.

At the close of this month the labour market is in a much more satisfactory condition than it was at the beginning. For the earlier part of the month the market was very much congested; work in the city had hardly started; railroad construction had just begun; the farmers were well supplied; seeding was about over, and yet the immigrants kept coming in. Now at the close of the month work of all kinds is fairly under way. The pressure has been largely relieved by the action of the immigration agents at Quebec in diverting the tide into Ontario, where the demand for labour has been in excess of the supply. There is yet a large number of unemployed in the city, but they are largely inexperienced men. There is a fair demand for skilled labour. At present it is largely building that is being done, consisting of business blocks and private residences. Civic works, such as sewers, roadmaking, &c., will be started shortly, when about 600 or 800 extra men will be required. Wages have kept up all the while, notwithstanding the over-supply. The statement of the Winnipeg banks' clearings for the week ending May 21, has been issued over the signature of the secretary of the Winnipeg clearing house, and shows an increase of \$1,590,218 over the corresponding week last year. They are more than double in volume over the same week in 1901. A detailed statement indicative of the commercial expansion of the Canadian west is appended. The clearings for the week ending May 21, 1903, are \$4,682,255; for the corresponding week 1902, they were \$3,192,037, and in 1901, \$2,163,371.

There were no radical change in rates of wages, but the tendency is upwards, as evidenced by the plumbers receiving 40 cents an hour, painters 30 cents and better, labourers  $17\frac{1}{2}$  to 25 per hour. The demand of the cigarmakers for an increase has been

met by the employers. This upward tendency of wages in Winnipeg has made itself felt over a large section of this western country. The strike of the United Brotherhood of Railroad Engineers, employees of the Canadian Pacific Railway Company is still unsettled, but some of the strikers have secured employment elsewhere.

## BRANDON, MAN., AND DISTRICT.

*M. S. P. Stringer, correspondent,* reports as follows :—

## GENERAL CONDITION OF THE LABOUR MARKET.

There is great activity at present in all lines of trade, especially in the building trades. Every available mechanic finds steady employment at good wages. Owing to the scarcity of houses, and the constant demand of new comers, there are more dwelling houses in course of erection than in any previous year. A great number of people, in order to secure a dwelling place, have had to purchase property as it was impossible to rent a house. A number who first arrived in the city have found employment. But every week brings in fresh arrivals so that there is still a large number of men unemployed. The majority of these men are neither mechanics nor farm labourers, but appear willing to do any kind of work that offers. Brandon's position as a manufacturing and wholesale centre is already attracting business men, as is evidenced by the starting of a new woollen mill, a new machine shop and a wholesale hardware firm. Lumber dealers, manufacturers of building supplies, and hardware firms, are doing a heavy business in their respective lines. The amount of trade that is being done by wholesale firms and transportation companies has not been surpassed in any previous year. Eastern firms are sending large consignments of merchandise into this city and district and retail merchants report trade exceptionally good. The business of the Brandon seed house has increased to such an extent that this firm has had to double its staff of employees. The supply of seeds of all kinds for Alberta

and the territories is increasing every year, owing to the great increase in the population. One of Brandon's largest milling companies has incorporated its business with an elevator firm, with an increased capital of \$400,000. The new firm will control twenty elevators, and will open flour and feed businesses at several outside points. Some idea of the business situation with this company may be gathered from the fact that it has orders for fifty cars of flour and feed now in its order books; seventeen of these are for Australia and the balance for outside points and the territories. The company will double its capacity in the mill next year. There have been no changes in the rates of wages nor hours of labour, and no disturbances in the labour market.

#### CONDITION OF LOCAL INDUSTRIES.

The work of *seeding* throughout the district was about completed on the 15th instant. The weather has been all that could be desired, and reports from all points of the province are very encouraging from an agricultural standpoint. The average increase over last year's acreage will be fifteen per cent, and if favourable conditions continue throughout the season Manitoba anticipates another record crop. The same statement applies to the Territories.

The Brandon Machine Works have orders for all the threshing engines that they can manufacture this season.

There is a large staff of men employed by the Canadian Pacific Railway Company, building the line from Arcola to Regina, a distance of about 130 miles, which is expected to be completed this summer. Construction work on the branch line has not commenced yet.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers and masons are fully employed. Carpenters and joiners are working overtime. Lathers and plasterers are very busy. Paperhangers are not very busy but painters are doing a good trade with openings for good men. Plumbers report trade fairly good, but no

openings. Gas and steam fitters are fairly busy. Stone cutters are busy. Builders' labourers are steadily employed.

*Metal and engineering trades.*—Machinists are working full time. A large number of English machinists have come here; some have found work in local shops, others on the Canadian Pacific Railway Company. Twenty-seven Scotch machinists went last week to work for the Canadian Pacific Railway Company at western points. A large number of linemen have been employed here this summer. Blacksmiths are fairly busy.

*Woodworking and furnishing trades.*—Upholsterers are fully employed.

*Printing and allied trades.*—With printers, trade is good.

*Clothing trades.*—Journeyman tailors are working overtime; some openings for good men.

*Food and tobacco preparation.*—Bakers and confectioners report trade good. Butchers and meat cutters are busy. Trade is good with ice cutters and drivers. Cigar-makers and tobacco workers are fairly busy.

*Miscellaneous.*—Clerks, stenographers and delivery employees are fully employed.

*Transport.*—Men engaged in railway business in all its lines are very busy, owing to the increase of passenger and freight traffic.

*Unskilled labour.*—There is a large number of men not working in this city at present. They are mostly new arrivals from England. Scotch farm labourers find steady employment with farmers as soon as they arrive. Farmers throughout the district are enquiring for this class of men.

#### DISTRICT NOTES.

The business situation throughout the district is very satisfactory from a commercial and agricultural standpoint. Eastern firms have done a good business through their travellers. The amount of trade on the branch lines has increased beyond expectation. A great amount of property

has changed hands. Settlers coming in with capital have purchased improved farms. The American Emigration Company has just closed a deal with capitalists in the United States and the east for twenty-three and one half sections of land south of Moosomin, on which they intend placing a large number of American settlers.

### CALGARY, ALTA., AND DISTRICT.

*Mr. S. D. Milliken, Correspondent*, reports as follows:—

#### GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been a very active one in all lines, much more work being in evidence than a year ago. Mechanics of all classes were very busy, and in almost every line the limit of production was reached. Good men are in steady demand and wages better than last year in almost all lines. Ordinary labourers alone are the exception, as the market for this class of labour is overcrowded by the influx of settlers and will in all probability be so for some time. The building trades are having a busy month, many large buildings being now in course of erection in the business part of the city, while on nearly every street new dwellings have been started. The C.P.R. Co. contemplates large improvements to its yard and station, the yard to be enlarged and the present station to be replaced with a large structure of Calgary sandstone. In mercantile circles the same activity is seen, the amount of business done by both wholesale and retail firms being larger than last year, several new business places having been opened up this spring and a large grocery being about to be opened.

The building trades were disturbed by a strike of carpenters which occurred on the 15th inst. The union claimed that the contractors were employing non-union men and notified the secretary of the Builders' Association, that on May 15 they would refuse to work with such men. On the date named accordingly the men ceased

work, claiming that the contractors had broken their agreement which gave the union the right to object to any non-union man. On the following day the matter was settled, the contractors recognizing the claims of the union. The city teamsters have made a demand upon the employers for \$50 per month with ten hours per day from Monday to Friday and 9 hours on Saturday, said scale to go in operation June 1. No agreement has been reached as yet.

#### CONDITION OF LOCAL INDUSTRIES.

*Railroad employees* are busy, especially the maintenance-of-way men and bridge crews. Work in this line can always be secured by good men, bridge men are getting \$2.65 a day for ten hours' work, and expect an increase from present negotiations with company. Bridgemen work much overtime and men in this calling make good money and have steady work.

#### CONDITION OF PARTICULAR TRADES.

*Building trades.*—The building trades are all busy and mechanics are in demand, especially carpenters, who are working 9 hours at a minimum wage of \$2.50 and paying from \$4.50 to \$5 per week for board. Stone workers are also in good demand and will continue so as several large blocks are to be built this year. Good bricklayers can always find employment here in season either in the city or northward. The wages vary in the different towns from \$4.50 to \$5 for 9 hours and as high as \$6.50 for ten hours was given last year for first-class men.

*Woodworking and furnishing trades.*—Carriage and wagon makers are kept busy, mostly on repair work. There is a good demand for such men in the district, many villages and towns being dependent upon carpenters for such work.

*Printing and allied trades.*—The printing trades are very active. The *Herald*, the oldest of the local papers, is about to erect a large building, the present one being found inadequate to the growing demands of the business.

*Leather trades*.—Saddlers and harness makers are kept steadily employed, every year sees a larger demand for this class of goods.

*Miscellaneous*.—Hotel employees are all busy and there is a steady demand, especially for help in dining rooms.

*Transport*.—Teamsters are busy and are demanding \$50 for ten hours and nine on Saturday.

*Unskilled labour*.—Much skilled labour is being employed and the good man usually secures work. The market, however, is crowded and men easily obtainable.

#### DISTRICT NOTES.

Alberta generally is enjoying great prosperity. Mechanics in the building trades are in demand in all the towns excepting around Edmonton, where stone workers are not needed, not much stone being used. Bricklayers are sure of work anywhere within the settled districts, and blacksmiths are also being asked for. Merchants and liverymen are busy in all towns and villages and many good openings exist in small northern towns.

#### ROSSLAND, B.C., AND DISTRICT.

*Mr. Roland A. Laird, Correspondent*, reports as follows:—

#### DISTRICT NOTES.

Fine weather has prevailed throughout the Kootenays and Boundary country during the major portion of May, the lower altitudes enjoying summer warmth throughout the month. The effect has been shown from an industrial standpoint by more or less activity in the building line, and a general return to the hills of prospectors and claim-owners.

The effect of the coke shortage has by no means been wholly overcome, however, and it is this feature that prevents the return of the gold-copper producing districts to full prosperity. The uncertainty in respect to the silver-head industry, which has received

much publicity during the past few months, also has its effect in the lead-producing districts, the Slocan and central east Kootenay in particular.

In the *Rossland* camp, and, according to report, in the Kootenays and Boundary generally, a feeling of confidence in the immediate future's developments has manifested itself with beneficial results. Locally half a dozen mines are operating after being closed down for six months to three years. This has given employment to a few additional miners with the promise, when necessary preliminary work is completed, of employing a considerable additional force of men. In addition extensive construction work is planned at various mines. The Spitzee Company has taken the initiative in erecting new headworks compressor building and other mine structures. These are well under way at the present moment. The Kootenay mine is preparing plans for a \$25,000 tramway, the Jumbo is to have a tramway, the Le Roi Two Company has broken ground for a concentrator, the White Bear has prepared plans for new mine buildings and concentrator, and the War Eagle and Centre Star companies have a concentrator in contemplation. The sum total of the foregoing represents an investment in buildings and plant of approximately a quarter of a million dollars, and the distribution of the normal percentage of this sum in wages will afford steady and remunerative employment for men in the building trades.

At *Trail* the smelting company has in contemplation the construction of zinc industry works. If its plans in this direction materialize, a large number of men in the building trades will be employed.

Throughout the *Lardeau* country bright reports are to hand. Numerous mines are improving their facilities by the erection of new works and tramways, with the result that a busy season in the building trades is looked for. The ultimate end of the new works is, of course, to increase the production of ores so that additional miners will

be employed as soon as the improvements are completed.

In *East Kootenay* lumbering and coal mining are exceptionally active. The lumber mills are turning out every foot of material their plants can produce, and a ready market is found in the North-west Territories. The coal mines are operating quietly, and a repetition of the labour trouble is not expected. It is a fact, however, that large parties of Chinamen are being brought into the coal fields to perform certain work. Last week one party of 250 Chinamen passed through Nelson for Fernie.

In the *Boundary* country the coke shortage is still felt rather severely, but the general feeling is hopeful and the outlook for a good summer in all lines is bright.

#### NEW WESTMINSTER, B.C., AND DISTRICT.

*Mr. George Hargreaves, Correspondent,* reports as follows:—

##### GENERAL CONDITION OF THE LABOUR MARKET.

A general activity has prevailed in all branches of labour during the past month, especially in the building trades and in the unskilled branches. A demand is still made for carpenters, printers, painters, blacksmiths and women, girls and boys to work in the can factory. Local hardware firms report that they have been exceedingly busy during the past month, more so than for months before. A good business is being done in farming implements. The retail firms report business brisk with prospects bright for a good season's trade. Preparations are also being actively pushed on the Fraser River and unusually large quantities of cans are being made for the season's packs. The ship yards are experiencing a boom in scow and boat building for the fishing industry. Owing to labour troubles in Nanaimo the local coal dealers are experiencing a shortage of coal. The unions are forming a trades and labour council. The hardware merchants and tin-

smiths have agreed to close their respective places of business on Saturdays between the hours of two o'clock in the afternoon and seven in the evening, commencing from the 1st day of May.

##### CONDITION OF LOCAL INDUSTRIES.

*Fishing.*—During the past month the Grand Lodge of Fishermen met to consider the offer of the cannery for sockeye salmon for the coming season. The price offered was not considered sufficient, and a committee was appointed to meet the cannery with a view to securing a better price and to report at an early date. The run of spring salmon is light and not many men are employed at present. The cold storage company has re-commissioned the halibut schooner that it used last season and is making regular trips to the banks with good results.

*Lumbering.*—A general activity prevails in all branches of the above industry, a large export trade with the North-west being carried on. For some time back the mills have been suffering owing to a shortage of cars, but at the present time this matter has been remedied. The box factories are very busy at present preparing boxes and crates for the season's fish and fruit pack.

*Railroad construction.*—The new railway, which has been under construction for several months from Cloverdale to Port Guichon, on the Great Northern, and connecting with steam ferry for Sidney, near Victoria, is complete and in operation. The new railroad for the same company in course of construction from this city to Vancouver, is being pushed ahead as fast as men can be obtained.

##### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Bricklayers, masons and plasterers report work plentiful with work ahead. Carpenters and joiners are in demand. In some cases wages have increased from \$3 to \$3.50 for nine hours. Painters and paperhangers are very busy. A demand for additional help is being made. The spring work is now under way

and a large amount of outside work is being done. Dating from the 1st of May the plumbers will work eight hours per day instead of nine as heretofore, wages to be fifty cents per hour. The scale of wages paid prior to that date ran from \$3 to \$3.50 for nine hours.

*Metal, engineering and shipbuilding trades.*—The metal and engineering trades report all branches busy with demand for men in many of the branches. Shipwrights and caulkers report work good with all hands fully employed.

*Woodworking and furnishing trades.*—A demand for shingle weavers is constantly being made.

*Printing and allied trades.*—Printers report work very brisk with a demand for men.

*Food and tobacco preparation.*—With cigarmakers work was slack during the past month.

*Miscellaneous.*—The master barbers have formed a regular schedule of prices to apply to all shops here. One or two slight increases in charges are made.

*Unskilled labour.*—Men are in demand. A large number will be engaged for work in the district. The Japanese employees at one of the saw-mills struck work for a few hours. The trouble arose between the Japanese boss and the men, the latter claiming that they were overcharged for supplies.

#### DISTRICT NOTES.

*Cloverdale.*—Another new shingle mill is being erected, and will soon be cutting. Town lots have advanced in price since the branch of the Great Northern was opened, and quite a number of sales were made. Houses are scarce here and one cannot be rented at the present time. A number of new houses are in course of erection.

Throughout the district work is plentiful and a demand for farm help is being made. A large number of new settlers are purchasing farms and settling.

#### VANCOUVER, B.C., AND DISTRICT.

*Mr. George Bartley, Correspondent,* reports as follows :

#### GENERAL CONDITION OF THE LABOUR MARKET.

Work in the building trades still remains brisk and the demand for carpenters and joiners, bricklayers and masons has been fairly good. Owing to the strikes of the miners on Vancouver Island, and the local teamsters and longshoremen and freight-handlers here, however, the supply of unskilled and semi-unskilled labour has been in excess of the demand. The strike of the carpenters and joiners at Victoria has driven quite a number to this port, but in nearly every instance they have found employment. Local dealers state that business, both in the city and with outside points, comes up to expectations. The trade of the North, i.e., the Northern part of British Columbia and the Yukon Territory, has now started, and from present indications Vancouver will again secure a large share of the business. Several good orders have already been received. Large shipments of strawberries and cherries have arrived from California, and for the latter fruit the prices vary every day. After reaching almost famine prices hay has dropped to \$18 and \$20 per ton. The fine weather now prevailing enables the farmers to turn their stock out to feed, thus lessening the demand for hay. The mine (hydraulic placer) at Cariboo employs about four hundred men during six months in the year, causing an expenditure in agricultural supplies annually amounting to some \$200,000. There is room for some one hundred and fifty more such plants in that district. The Trades and Labour Council has decided to issue 1,500 shares at \$2 each for the purchasing outright of Union Hall.

#### CONDITION OF PARTICULAR TRADES.

*Metal, engineering and shipbuilding trades.*—With electrical workers work is fair, but demand for men poor, as there are plenty of men on the ground; the same

condition applies to linemen. Blacksmiths find work good. There is a slight demand for competent boilermakers.

*Woodworking and furnishing trades.*—Upholsterers find work brisk, but enough men to meet all requirements. This trade has just organized a union, and will shortly draft a new schedule of wages. At present in British Columbia there is a scarcity of shingle sawyers, and many Chinese are finding employment in that capacity. The prices paid sawyers in Vancouver is from 13½ to 14 cents per thousand. It is generally recognized that a fair sawyer under ordinary conditions will cut an average of 26 thousand a day, which gives him a compensation of from \$3.50 to \$3.60 a day.

*Printing and allied trades.*—The journeymen and employing printers have arrived at an amicable adjustment of the hours of labour to be worked by the job men. Beginning on May 12th the day's work will be 8½ hours, and on May 12th, 1904, the eight-hour day is to go into effect. The wages will remain at \$21 a week.

*Food and tobacco preparation.*—Employees of the British Columbia Sugar Refining Company have secured better conditions; only men employed over one year are affected. Those previously receiving 20 cents an hour now get 25 cents; those who got 20 cents, now get 27½ cents, and so on up the scale. A bonus is also granted to all employees who have been over four years in the service.

*Miscellaneous.*—Clerks and stenographers report no demand for men. Plenty of young men in these lines are out of work, and wages are only enough to pay for board.

## VICTORIA, B.C., AND DISTRICT.

*Mr. J. D. McNiven, Correspondent,* reports as follows:—

### GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during May was rather unfavourable, and business generally was not as good as usual for the season of the year. On May

1st the carpenters went on strike for a minimum wage of \$3.50 for an eight hour day, the building association having refused to accede to their demands. During the first half of the month negotiations were entered into with a view of settling the difficulty, but a basis satisfactory to both parties could not be agreed upon. As a result building operations are almost entirely suspended, and many carpenters are leaving the city. The carriage blacksmiths' strike which commenced on April 1st was settled on May 11th by the demands of the blacksmiths' union, as published in the last issue of the *Gazette*, being conceded in full. The retail clothiers have petitioned the city council, asking for a by-law to compel all merchants in the trade to close their establishments at 6 p.m., except Saturdays and evenings preceding holidays. The Royal Commission appointed by the Dominion government to enquire into the labour troubles of the province held a session here from May 11th to 15th, and examined a large number of witnesses. A movement has been sent on foot by the Trades and Labour Council looking to the establishment of a school for technical education in this city.

### CONDITION OF LOCAL INDUSTRIES.

*Sealing schooners* engaged in the coast cruise are returning to port, and announce an unsuccessful season. Three of the fleet have yet to report.

The *mining committee of the legislature* has refused to entertain the recommendations made by the Placer Mining Committee of the Provincial Mining Association for amendments to the Placer Mining Act. The committee of the legislature will recommend to the government that the latter take no action this year, but circulate the proposed amendments in the placer mining districts to obtain the view of those chiefly interested preparatory to taking the matter up at the next session of the house.

### CONDITION OF PARTICULAR TRADES.

*Building trades.*—Building operations are practically at a standstill owing to

the carpenters' strike. Some few buildings are in course of construction, but the progress is slow. Bricklayers and masons are fully employed, the Imperial government having a large staff at work at the barracks. A few non-union carpenters and handy men are at work. Painters and decorators are very busy. Plumbers, stone-cutters and builders' labourers report trade dull.

*Metal, engineering and shipbuilding trades.*—Iron moulders are fully employed. Machinists report trade dull. Electrical workers, linemen and blacksmiths report fair employment. With boilermakers and iron shipbuilders work is not as brisk as it had been. Shipwrights and caulkers report a similar condition.

*Woodworking and furnishing trades.*—Carriage and wagon makers are fully employed.

*Printing and allied trades.*—Business has been steady throughout the month, absorbing all surplus labour in the different branches of the trade.

*Clothing trades.*—Journeyman tailors report trade dull. The garment factories are still running to their full capacity.

*Food and tobacco preparation.*—Bakers have had a good month. Cigarmakers report trade as quiet, but a slight improvement over last month.

*Leather trades.*—Harness makers are very busy, necessitating overtime in some shops.

*Transport.*—Navigation has opened on the northern rivers, and all idle marine engineers, masters and mates are given employment. Steamboat men generally are well employed. Nearly all the firemen, oilers and deckhands who were in the strike against the Canadian Pacific Railway Company have found employment. Street railway men report all hands working.

*Unskilled labour.*—The Labourers' Protective Union, which embraces in its membership a large percentage of the unskilled class of the city, reports every member fully employed. While there is a large amount of work on hand there is no demand for help.

## SITTINGS OF THE ROYAL LABOUR COMMISSION, B.C.

The Royal Labour Commission appointed to investigate the nature and causes of existing and recent disputes in the province of British Columbia held continuous sittings throughout the month of May at various points on Vancouver Island. The main subjects of investigation were the existing strikes at Ladysmith and Cumberland in the mines of the Wellington Colliery Company, at those places. The Commission also held a week's sittings at Victoria and short sessions at Nanaimo and Extension. The inquiries have been conducted in a judicial manner throughout, all witnesses having been examined under oath and the parties to existing disputes represented by counsel most of the time. The Commission has compelled the production

of all documents and correspondence having a bearing upon the questions at issue, and has also required the agents of the several telegraph companies to produce copies of all telegrams relating to matters before the Commission which have passed through their offices during the past three months.

At all of the points where sittings have been held the Commissioners have invited evidence from parties interested, and where this has not been volunteered persons known to have a knowledge of existing conditions and whose opinions might be regarded as authoritative have been subpoenaed, and the sittings at that place were continued there during that week.

The main points at issue in the disputes at Ladysmith and Cumberland were the

refusal of the Wellington Colliery Company to recognize the Western Federation of Miners, or to allow its employees to be members of a local trade union. The president of the company and its more prominent officers were examined at length as to the company's attitude towards its men in this regard, and a large number of miners at both places related the experience which they had had in consequence of the company's attitude. The situation leading up to the formation of the local branches of the Western Federation at Ladysmith and Cumberland, and to the causes of the strikes at each of these places were gone into at considerable length. Much evidence was produced, both on behalf of and against the Western Federation of Miners. At Ladysmith a considerable amount of evidence was also given in regard to the alleged compelling by the company of its employees to give up their homes in Extension, where the mines are situated and live at Ladysmith on penalty of being dismissed from the company's employ on refusal. Several efforts were made by the Commissioners at both Ladysmith and Cumberland to assist the parties in reaching a settlement had been arrived at at the close of the month.

At Victoria the Commissioners examined

at some length into the manner in which the existing steamboatmen's strike was inaugurated, and the relation of this strike to the existing United Brotherhood of Railway Employees strike at Vancouver. Evidence was also taken in regard to the nature and cause of all of the important strikes which have taken place in Victoria during the past three years.

Apart from the matters pertaining immediately to existing disputes, the Commissioners have endeavoured to obtain the view of the officers of all unions examined, prominent labour men, employers and business men in regard to the more important questions arising at the present time out of industrial disputes, such, for example, as the methods most likely to prove successful in preventing their occurrence, or of effecting their termination, the justifiability of sympathetic strikes, the advisability of incorporation of labour unions, the effects of international affiliation and the like. On all of these points the Commission has gathered a vast amount of important and suggestive information.

The sittings of the Commission are being continued during the present month on the mainland at Vancouver, Rossland and Fernie, and will probably be concluded before its close.

## APPOINTMENT OF A ROYAL COMMISSION ON TRANSPORTATION.

**I**N the Speech from the Throne, with which the present session of the Dominion Parliament was opened on March 12 last, the announcement was made that a transportation commission would be appointed by the Government, and in this connection, a report was submitted to Council by the Hon. the Minister of Public Works on April 16th. The report was formally adopted during May, and a statement in regard to the personnel and other important features of the commission was made to the House of Commons by the Right Hon. the Prime Minister, on the 26th of the month.

### The Premier's Statement.

In his announcement to the House of Commons the Right Hon. the Prime Minister stated that the transportation problem resolved itself in his opinion into three parts: first, there was the question of water transportation, chiefly connected with the matter of terminals; secondly, there was the transportation question as it affected the new and rapidly growing settlements in the prairie sections; and thirdly, there was the question of to the seaboard. It was the first of these, according to the Premier, that the govern-

ment had chiefly in mind when, at the opening of Parliament it declared its intention to appoint a commission. The public works being carried on at various points of the water system of Canada at the present time, were referred to by the Premier, and the necessity of some comprehensive plan of procedure in this connection pointed out as the chief reason for requiring the report of a commission of experts. The personnel of the commission was provisionally announced as being made up of Sir William Van Horne, Mr. John Bertram of Toronto, and Mr. E. C. Fry of Quebec.

### Scope of the Commission.

On the day following, in accordance with the Premier's declaration, full particulars relating to the organization and terms of the commission were laid upon the table of the House of Commons, the scope of the commission and the duties to be entrusted to it, as outlined in the Order in Council, approved of by the Governor General in Council on May 12, being fully explained. The portions of the Order in Council referring more immediately to the reasons for the appointment of the commission are as follows :—

The Minister of Public Works has had under consideration questions affecting the transportation of Canadian products to the markets of the world through and by Canadian ports, with a view of placing the Canadian producer in a position to compete, and compete successfully through all-Canadian channels, with the producers and exporters of other countries. The minister submits that it may be assumed that grain and other products will naturally seek their markets by the cheapest routes, and therefore the method of obtaining the object desired should be to make the Canadian routes cheaper and more convenient than competing routes.

That the development of northwestern Canada has manifested the inability of existing Canadian transportation agencies to take care of Canadian products.

That our agricultural exports can only command the prices over seas to which their natural excellence entitles them when they cease to be confounded and confused with the inferior and often adulterated articles produced elsewhere, and to preserve their separate identity they must go through Canadian channels.

### Questions for Consideration.

It is further pointed out that the questions to be considered by the commission are exceedingly complicated and involved, including the transportation of western products from the places of their production to the markets of the world. This, according to the Order in Council, involves the question of their transportation from the places of their production to Canadian sea ports, from the places of production to the western ports of Lake Superior, from the western ports of Lake Superior to Canadian sea ports, from Canadian sea ports to Europe, and from the places of production through Canadian ports on the Pacific. It also involves the movement of the products of the eastern provinces of Canada to the sea ports and from the sea ports to Europe.

'It is obvious,' according to the Minister's statement, 'that before any satisfactory conclusion can be reached upon these questions a thorough and comprehensive inquiry should be made regarding the conditions of original shipment and the possibilities of improvement in the conditions surrounding such shipments, the storage requirements of lake, river and ocean ports, the harbour facilities of the inland lakes, rivers, and Atlantic and Pacific ports, the conditions with regard to the navigation of the St. Lawrence route, and generally any improvements, enlargements, or other matter affecting the more economical and satisfactory use of any Canadian channel of transportation by land or water. The Minister further states that in making such investigations attention should not be confined to routes and facilities which are at present utilized, but, if necessary, new surveys should be made to determine whether any more economical and satisfactory channels of transportation by water can be opened up.'

### The Opposing Forces.

The forces operating against the attainment of an all-Canadian system of transport, namely, competition by the United

States railways, competition by United States vessels from Lake Superior ports, and diversion of Canadian products through eastern outlets to Boston, Portland and other United States ports, should also, in the opinion of the Minister of Public Works, be investigated, and the best and most economical methods used by foreign competitors should be carefully studied and reported upon. 'The Minister apprehends,' to quote the Order in Council, 'that in these circumstances it devolves upon the Dominion Government to consider and adopt the best possible means of promoting such measures as may enable Canada to control the transportation of her own products, and it is thought that the most effi-

cient method of conducting such an inquiry and obtaining the required information is by means of a commission of competent and experienced experts.' The names of the commission follow, the object of their appointment being stated to be for the purpose of making such inquiry, obtaining such evidence and information, and making such reports and recommendations as in their opinion (and subject to any further instructions which may be given by the Governor-General in Council) the exigencies of the reference may require.

The commission is authorized to employ such scientific and professional assistance as its members may decide, and its duration is to be during pleasure.

### REPORT OF THE BRITISH COLUMBIA SALMON COMMISSION.

THE special commission, appointed on the recommendation of the Minister of Marine and Fisheries in December, 1901, to inquire into conditions in the salmon fishing industry of British Columbia, handed in its report on the subject during the course of the month just passed. The report is signed by the members of the commission, namely, Ralph Smith, Esq., M.P., George Riley, Esq., M.P., Aulay Morrison, Esq., M.P., and Professor E. E. Prince, Commissioner of Fisheries, chairman. It was not stated whether or not the report is to be printed for public distribution.

#### Altered Conditions.

As has been already stated in the *Labour Gazette*, (\*) in this connection the introduction of the trap net on an extensive scale during recent years on the American shore has very materially changed conditions in the salmon fishing and canning industry of British Columbia. Large portions of the salmon schools coming in

from the open sea through Fuca Straits and making for the Fraser river are now caught by the traps of the United States canners. The cost, moreover, of fish taken by this method, is considerably less than that which is imperative under the operation of the Canadian law, and the Canadian canner is accordingly stated to be at a disadvantage as compared with his American competitors. The consequence has been a general discussion of the subject of the alteration both of the method of fishing allowed under the Canadian law and of the general spirit of the regulations. It was to thoroughly investigate these changes in the situation that the commission was appointed, and with reference to which it has framed its report.

#### Purse Seines.

The first recommendation of the commissioners is that the Act prohibiting purse seines should be amended without delay, and their use as an experiment be permitted in British Columbia during the present season. In support of their finding to this effect, the commissioners state :

Purse seines are movable, and can be so used as to capture the fish wherever they may be moving, so that the Canadian fishermen would

(\*) A special article reporting the appointment of the commission, the nature and scope of its investigation, and the evidence taken at the sessions held at various points in British Columbia during January and February, 1902, was published in the *Labour Gazette* for March, 1902, page 532.

be given increased opportunities of taking the Fraser River salmon before they reached the United States limits. Purse seines involve the employment of considerable labour, eight or ten fishermen at least being required to work a net, and it is possible for a number of fishermen to combine together to provide the tug and gear necessary for working purse seines. Expensive methods of fishing, such as trap nets appear inevitably to give a monopoly of the fishing operations to capitalists and canners of means, thus placing the poorer fishermen at a disadvantage. The use of purse seines will, to some extent at least, meet this difficulty. There are five points in favour of purse seines—points upon which great stress was laid in the evidence before the commission:

'(1) The salmon will be caught before reaching the United States nets.'

'(2) The schools of fish will be broken up, and the United States catches lessened.'

'(3) The British Columbia fishing season will be lengthened by two or three weeks, because the fish will be caught earlier, that is, just after entering the Strait of Fuca.'

'(4) White fishermen rather than Japs and foreigners would be employed.'

'(5) Purse seine privileges would be available for all parties, and would not be monopolized by capitalists.'

### Trap Nets.

With regard to trap-nets, the commissioners, though realizing the effectiveness of this method of taking fish in large quantities and cheaply, are of the opinion that it is by no means clear that trap-nets can be successfully operated on the shore of Vancouver Island, not only because the fish may not move sufficiently close in shore to be taken by such nets, but because of the heavy seas and tides, which prevail in these localities, and which would render the maintenance of trap-nets extremely costly. There is further a large number of fishermen who rely on gill netting in the estuary of the Fraser river and in the Strait of Georgia, and these would be seriously affected by the establishment of trap nets on Vancouver Island. Though it may seem reasonable, according to the report, to grant to the British Columbia canners the most efficient and economical methods of fishing, there are still additional details which would have to be considered if trap-nets were permitted to be used. The question of the allotment of trap-net locations is one of these; the suggestions that the government might operate trap-nets and supply salmon at actual cost to the canners, or that the trap-

net locations might be put up at auction, being both, in the opinion of the commissioners, open to objections. As a counter statement to the objection of the gill-net fishermen to trap-nets, it is pointed out that by prohibiting Chinese and Japanese and other foreign labour on the trap-nets a considerable demand for white labour might be created.

### Geographical Limits.

Representations made before the commission by a number of important witnesses to the effect that if trap-nets and purse-seines should be permitted they should be confined to the waters south of the 49th parallel, the reason given being that the canners of southern British Columbia were more directly in competition with the United States traps, are combatted in the report of the commissioners. The industry in the northern parts of British Columbia, according to the report, has really to face American competition just as much as that in the southern, and northern canners have the same claim as the southern to cheap methods of obtaining salmon. These observations would apply equally to the introduction of trap-nets and purse-seines.

### Boat-pullers' Permits.

The commission recommends the abolition of the boat-pullers' permits at present required by law. The statement of the report in this connection is as follows:—

'The object of the permits was a good one. It was found that United States and other foreign fishermen, being prevented by our regulations from taking out licenses and using a fishing boat in our waters, induced some British subjects to take out the license, and they were thus found fishing in our boats under the guise of boat-pullers. It was decided that to prevent this abuse, the boat-pullers, as well as the fishermen should take out a permit or license, granted only to British subjects. This permit was granted at a nominal fee, and indeed was not required in the case of Indians. A good deal of friction, however, and difficulty appears to have arisen from the boat-pullers' requirement, and in view of the small advantage resulting, the commissioners recommend that it should be abolished.'

### The Hatching of Salmon.

The commissioners recommend the immediate erection of hatcheries at Rivers

Inlet, Naas River, and three or four other points in northern British Columbia, these waters being distant from the United States boundary, and the danger of United States fishermen appropriating their results not being as great as on Puget Sound.

### Concluding Recommendations.

In regard to the leading recommendations of the report, a brief recommendation is made in the concluding paragraph as to the methods of procedure to be adopted in enforcing them. It is stated, according to the commissioners, by many parties interested in the salmon industry

of the province, that immediate action on the part of the government is desired, in view of the extensive preparations being made by United States canners this year to increase their pack of fish, which almost wholly consists of Puget Sound and Fraser river salmon. At the same time there are many influential parties in British Columbia who feel that caution and circumspect action is absolutely necessary. 'No doubt haste might work serious injury,' the report concludes, 'and very deliberate steps on that account would appear to be most justifiable.'

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## ANNUAL REPORT OF THE ONTARIO LABOUR BUREAU.

THE third report issued by the Labour Bureau of Ontario, was presented to the legislature of that province during April, and covers the year ending December 31, 1902, the third year of the existence of the bureau. In the introductory notice of the report the general experience of the year is stated to have been very similar to that of the first two years, the unsatisfactory results of gathering industrial data through the mail having again been demonstrated, and the bureau having been forced to rely for the most of the information it secured on the personal investigations conducted by the secretary.

### Statistics Relating to Labour Organizations.

A considerable portion of the report is devoted to the presentation of statistics relating to labour organizations in Ontario. In response to 600 schedules of inquiry sent out by the bureau in this connection replies were received to the number of 297, of which 10 were from trades and labour councils, 3 from federations of trades, 6 from knights of labour assemblies and 257 from trades and labour unions. By localities, Toronto with 63, Hamilton with 25, Guelph with 13, Ottawa and London with 12 each, and Kingston, Berlin and

St. Thomas with 11 each, were the leading centres in point of the numbers of organizations reporting. By trades and callings, the chief labour organizations making returns to the bureau were as follows:—Carpenters, 15; machinists, 14; bricklayers and masons, painters and decorators and tailors, 12 each, and barbers, printers and labourers, 11 each. The report contains a statement of the various organizations in detail, as much information as was obtainable relating to the membership, conditions of employment and other features of the several unions being published in each case. A directory giving the names of organizations, names and addresses of presidents and secretaries, and nights of meetings, is appended, together with a table showing the average wages per week and hours of labour of union and non-union work people in the several localities mentioned.

### Strikes and Lock-outs.

In the record of strikes and lock-outs published in the report, the period covered dates from September 1, 1901, to December 31, 1902. The aggregate number of disputes occurring in the province during that interval was 75 strikes and lock-outs, which involved about 500 establishments

and 6,863 persons. The average number of days involved in each dispute was 16 or 5·59 days per person. The record does not include the strike of the Kingston machinists which commenced on April 30, 1902. The secretary of the Labour Bureau during the year acted officially as conciliator in 12 disputes, in which the conciliation amendment to the Trades Union Act had been officially invoked. In addition, the secretary assisted in the prevention and adjustment of a number of other disputes. In this connection the report publishes statistics from the '*Labour Gazette*' relating to strikes in the Dominion of Canada during 1902, and information from other sources regarding strikes in Great Britain and the United States.

### Industrial Statistics.

Some 3,000 circulars were issued by the Bureau during 1902 in continuance of the collection of industrial statistics commenced in the previous year. To these only 307 answers were received, though it is hoped that with increased facilities more valuable returns will be procurable for future reports. A series of tables is given recording the information received in 1902 in regard to 236 industries in Ontario. To quote the report: 'The tabulation shows that there were 11,484 persons employed in the 236 establishments, the aggregate number of days in operation was 68,948 the gross value of product of the 236 establishments was \$17,825,220; The amount paid in wages \$3,965,421, an average annual earning per person of \$345.29 a daily wage rate of \$1.18, the per cent

of labour cost of production being 22·24, as against 21·69 in 1900, or an increase of ·55 for 1902. Applying the ratio of four persons to each worker, we find that the average annual earnings of \$345.29 of the 11,484 workers support 45,936, which will allow \$86.32½ for the support of each person. The gross value of the product, which may be considered as the manufactured product, or the output of the 236 establishments, being \$17,825,220, the labour cost being 22·24 per cent, the balance of the cost of production distributed among the several accounts, as cost of material, interest, taxes, rent, insurance, miscellaneous expenses and profit, will be found to be 77·76 per cent.'

### Other Features.

Other subjects referred to in the report, under separate headings, being for the most part reprinted from other sources, are as follows: The value of labour statistics, by Carroll D. Wright; a list of Bureaus of Labour Statistics; a record of replies received from the town clerks of a number of cities, towns and villages of the province relating to various subjects of industrial importance; a list of national and international labour organizations having subordinate branches in the province of Ontario; official opinions with regard to the operation of employment bureaus; a list of recent Ontario legal decisions affecting labour, as reprinted from the '*Labour Gazette*', 1902; and a chronology and synopsis of the various laws of Ontario having reference to labour.

## COST OF LIVING IN CANADA.

### II. RETAIL PRICES OF GROCERIES.

THE second series of statistical tables published herewith and constituting a part of the results of the special investigation (\*), recently undertaken by the De-

partment of Labour into cost of living in Canada, relate to retail prices of groceries, and have been compiled, as in the tables

were fully described in an article on the 'Cost of living in Canada' which appeared in the April number of the *Gazette* at page 778.

\* The nature and extent of this investigation and the methods in which it was conducted

## THE COST OF LIVING

## II.—RETAIL PRICES

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.									
			Flour.						Cornmeal.			
			Wheat, super-fine.		Family, good.		Rye.	White.	Yellow.	Oatmeal.	Rice.	Beans.
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Qt.

GROUP A.—LOCALITIES WITH A

Halifax.....	27	1	.....	.....	4.25	38	.....	.....	.....	.....	5	8
" .....	28	1	4.25	.....	4.50	.....	.....	.....	.....	2½	4	9
" .....	29	1	4.75	.....	4.25	60	.....	2½	3	3½	5	9
" .....	30	1	4.85	65-75	4.00-4.40	55-60	.....	3-3½	.....	.....	4-5	5-10
" .....	31	1	† 5.85	80	4.50	70	.....	.....	.....	.....	5	10
" .....	32	1	5.00	75	4.40	60	.....	3	4	3½	5	10
" .....	33	1	5.00	75	4.25	60	.....	.....	2-2½	3½	5	8
" .....	34	1	4.25	65-75	3.80-4.00	60-70	.....	.....	2½	3-4	4½	7-8
" .....	35	1	5.25	75	4.50	65	.....	5	2½	3½	5	7-8
" .....	36	1	5.00	75	4.50	65	5.00	4	.....	.....	5	8
" .....	37	1	3.75-4.00	1.00	4.50	.....	.....	.....	2½	4	.....	7-10
" .....	38	1	.....	.....	4.40-4.75	75	.....	2	4	3½	5	8
" .....	39	1	5.50	85	4.25	63	.....	2½	3	4	5	10
" .....	40	1	4.75	65	4.25	.....	.....	.....	2	3	4½	7
" .....	41	1	.....	.....	4.25	60	.....	2½	.....	4	5	10

GROUP B.—LOCALITIES WITH A

Glace Bay.....	20	1	5.50-5.75	85-90	4.65	70	.....	.....	.....	.....	4½	8
" .....	21	1	5.25	.....	4.50	.....	.....	.....	.....	3½	5	7½
" .....	22	1	4.50-5.75	70	4.00-4.75	60-75	4.50	2½	2	3½	5 lb.	5
" .....	23	1	.....	.....	4.75	.....	.....	.....	.....	.....	5 lb.	4-5
" .....	24	1	5.50	75	4.75	63	.....	3	3	4	5 lb.	3-5
Sydney.....	71	1	4.60	60	4.20	50	.....	.....	.....	.....	5 lb.	4
" .....	72	1	5.25	70	4.50	60	.....	.....	3	4	5 lb.	4
" .....	73	1	5.25	75	4.60	65	5.00	4	.....	.....	5	10
" .....	74	1	5.25	75	4.60	60	5.00	5	.....	2½	4	5
" .....	75	1	5.25-5.40	75	4.50	63	.....	3½	2½	4	5 lb.	5
" .....	76	1	5.00	65	4.50	60	.....	.....	.....	.....	5 lb.	5
" .....	77	1	5.50	80	4.50	65	.....	5	3	3	4	5 lb.
Truro.....	78	1	5.00-5.25	75	4.75	70	.....	3	.....	3	4	5
" .....	79	1	5.00-5.40	.....	4.50	.....	.....	.....	3-3½	3-3½	5 lb.	4-5
" .....	80	1	5.00	75	4.25	60	.....	.....	2	3	5	8
" .....	81	1	.....	.....	4.50-5.00	75	.....	5	.....	.....	5	8
" .....	82	1	5.00	.....	4.50	75	.....	2½	3	3½	5 lb.	5
" .....	83	1	5.25	75	4.50	63	.....	.....	3	4	5	8
" .....	84	1	5.00	80	4.50	70	.....	3	2½	3	5 lb.	5
" .....	85	1	5.25	85	4.25	75	.....	.....	.....	.....	5	10
" .....	86	1	5.25	75	4.50	70	.....	.....	.....	4	5	10
Yarmouth.....	90	1	8.25	75	4.50	65	4.25	3	.....	.....	5-5-6 lb.	.....
" .....	91	1	5.25	75	4.50	65	.....	5	.....	.....	5	10
" .....	92	1	5.25	75	4.50	65	4.75	3	.....	2	4-5 lb.	.....
" .....	93	1	5.10	75	4.50	65	.....	4	.....	2½	4	5
" .....	94	1	5.00	75	4.50	60	.....	.....	2	.....	5	5 lb.
" .....	95	1	5.00	70	4.40	60	.....	.....	2	3½	4	10
" .....	96	1	5.00	70	4.50	60	.....	3	.....	2	3½	5 lb.

† "3 Roses."

## IN CANADA.

## OF GROCERIES.

DEPARTMENT OF LABOUR, CANADA,  
STATISTICAL TABLES, SERIES D, No. 2.

## ARTICLES.

Tea.			Coffee—Roasted.			Sugar.			Molasses.	Syrup.	Soap, common.	Starch.	Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.					American.	Canadian.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

## POPULATION OF 10,000 AND OVER.

20-25	15-30	.....	25	.....	.....	5	4	.....	40	.....	.....	8	25	.....
20-35	*25-60	.....	20	30	35	5	4	4½	30-40	45	3-4	8-10	25	.....
35-50	.....	25-40	25-40	25-40	25-40	4½-5	4½	.....	35-45	45-50	3-5	7	25	.....
50	35	.....	30	40	.....	5	4½	8	50	60	5	10	28	.....
20	30	.....	30	40	+ 40	5	4½	.....	45	.....	5	10	28	.....
30	.....	30	.....	30	.....	5	4½	.....	45	.....	5	10	25	.....
.....	20-30	.....	.....	.....	.....	5	4	.....	35-40	.....	3-4	8	25	.....
50	25	50	40	35	30	5	4½	4	35-50	.....	5	10	25	.....
40	.....	40	30	40	35	5	4	.....	45-50	.....	5	8½	25	.....
30	25	40	.....	25-35	.....	5	4	.....	40-45	.....	5	.....	30	25
50	40	60	.....	25	.....	5	4	10	40	.....	4	10	30	.....
30	25	40	.....	40	30	5	4½	4	50	.....	5	8	28	.....
15-40	.....	30-50	25-50	30-40	.....	4½	3½	4	30-40	.....	5	8	25	.....
.....	*20-30	.....	.....	25-30	.....	5	4½	.....	40	.....	4-5	8-10	25	.....

## POPULATION OF FROM 5,000 TO 10,000.

.....	30	.....	55	30	25	5	4	.....	40-45	75	5	10	27	.....
20-35	25	.....	30	35	30	5	4	.....	35-45	.....	5	7	25	.....
25-30	.....	.....	25	35	.....	5	4½	.....	40-45	50	5	10-12	25	.....
25	.....	.....	35	35	.....	5	4½	4	45	.....	.....	.....	30	.....
25	25	25	25-35	25-35	.....	5	4	.....	38-45	.....	5	8	25	.....
.....	25	30-60	40	40	.....	5	4	.....	40-45	70	5	7	25	.....
30	.....	60	30	40	.....	5	4	.....	50	.....	5	8	25	.....
25	.....	60	30	.....	.....	5	4	.....	50	\$1.25	5	10	25	.....
30	25	.....	40	30	.....	5	4	.....	50	.....	5	10	25	.....
25-40	.....	25-40	.....	40	30	5	4½	.....	50	.....	5	8	25	.....
25	30	.....	30	40	.....	5	4	.....	50	65	5	10	25	.....
50	.....	.....	30-40	40	.....	5	4½	.....	50	.....	4-5	10	25	.....
.....	25-60	60	40	30	.....	5	4½	8	40-50	50	5	10	28	.....
25	.....	45	30	.....	.....	4½	4	.....	45-50	.....	5	10	25-28	.....
40	30-35	50	.....	40	.....	5	4½	.....	45	.....	5	8	25	.....
25-30	25-35	.....	.....	30	.....	5	5	.....	45-50	.....	5	10	25	.....
.....	30	.....	25-40	.....	.....	5	4½	.....	50-55	.....	5	8	25-28	.....
35	30	.....	40	.....	.....	5	4½	.....	40-50	.....	5	10	25-28	.....
50	25-35	70	40	30	.....	5	4½	.....	40-50	40	5	10	28	.....
30	30-60	.....	40	45	.....	5	5	.....	45-55	.....	4	10	25-28	.....
50	40	40	40	40	.....	5	5	.....	50	.....	5	10	28	.....
50	.....	.....	40	40	.....	5	5	.....	50	.....	5	10	25	.....
40-50	25-35	40	25	35-40	.....	5	4½	.....	45-50	.....	5	10	25	.....
35-50	25-40	50	.....	40	40	5	5	10	40-50	.....	5	10	25	22
50	30	.....	40	40	.....	5	5	.....	40-45	\$1.25	4-5	8	25	.....
35	.....	45	30	40	.....	4½	4	.....	35-45	.....	4	8	24	.....
45	25-40	.....	30	40	.....	5	4½	.....	40-45	.....	5	8	26	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	45	.....	4	8	25	.....

\* Blended.

† Porto Rico.

‡ Mocha.

§ Maple.

## THE COST OF LIVING

## II.—RETAIL PRICES OF

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.				
			Wheat, super-fine.		Family, good.		Rye.	White.	Yellow.	Oatmeal.	Rice.	Beans.	
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.							Per Barrel.
NOVA SCOTIA—Con.													
GROUP C.—LOCALITIES WITH A													
Amherst.....	1	1	4.75	70	4.25	60				2½	2¾	4	4 lb.
".....	2	1	4.50	60	4.50	70						5	10
".....	3	1	4.50-5.00							3	3-3½	4-5	5-7 lb.
Annapolis Royal...	4	1	5.00		4.50		5.00					5-8	10-14
".....	5	1	5.00	75	4.50	65	4.00	3	2	2	4	4	4 lb.
".....	6	1			4.60							3	5
Antigonish.....	7	1	5.50	75	4.75	65			2	2		3	5
".....	8	1	4.00-5.25	4.75	65							4½-5 lb.	4-5 30-35
".....	9	1										5	5 lb.
Arichat.....	10	1	4.25	75					2			3½	5
".....	11	1	4.00										5
".....	12	1	4.00-4.25	75	3.75								5
Bridgetown.....	13	1	4.25-5.00		4.25-4.50								5
Bridgewater.....	14	1	4.25	69	4.50	70							5
Dartmouth.....	14	B 1	4.75		4.50	60		5			3½-4	4	5
".....	15	1	5.25	70	4.50	60			2	2	4	4	5
".....	16	1	5.00	70	4.25	60						3½	5
".....	17	1	5.40		4.40				2	2	3-4	5	9
".....	18	1	4.25	65	4.50	70		5	4				5
".....	19	1	4.35	65	4.50	70		6				4½	8-10
Great Bras D'or...	25	1	5.00	75	4.25	75							5
Guysboro.....	26	1	3.75		4.25-4.50					2	3½-4	5	3½-5
Horton Landing...	42	1	4.50-5.00		5.50							3	5
Joggins Mines.....	43	1	5.00	65	4.75	60							5
Kentville.....	44	1	5.25	75	4.50	75	5.00	4		3	3½	5	5 lb.
".....	45	1									3-4	5	8
".....	46	1	4.50	75	4.25	75							5
".....	47	1	5.00	75	4.50	75					2½	4	5
Liverpool.....	48	1	5.25	80	4.00	70	4.00	3	3	3	4	5	10
Louisbourg.....	49	1	4.75	75	4.50	70	5.25					4	5
".....	50	1	4.75									4	4
Lower Stewiacke...	51	1	5.00		4.50								4½
".....	52	1	5.00		3.50							3	5
Lunenburg.....	53	1			4.50	70							5
".....	54	1										4	5
".....	55	1	4.25-4.50		4.10-4.25					1¾	2½-3	4-5	7-8½
".....	56	1	4.50	70	4.50	70			3			4	5
Mulgrave.....	57	1	3.50	55	4.50	70			2½	3	3½	5	10
".....	58	1	4.25-4.50							3½	5	5	7-9
Newton Mills.....	59	1	5.65-5.90		5.25								4½ lb.
North Sydney.....	60	1			4.70					3	4	4	5 lb.
".....	61	A 1	5.00-5.25	70-75	4.25-4.50	60			1½	2	4	5	10
".....	61	B 1	4.35-5.00										5 lb.
Parrsboro'.....	62	1	4.90-5.00	75	4.50	63							5
Pictou.....	63	1	4.75	75	4.50	65				2½	3½	5	10
".....	64	1			4.60-4.75	62-65						3	4
".....	65	1	4.50-5.00		4.50-5.00								5
Port Hood Island...	66	1	4.25		4.00								3
Port Hood.....	67	1	5.50		4.50								15
Shelburne.....	68	1	5.00	75	4.35	63						4	5
".....	69	1	3.50	50	3.00	40							4
Stellarton.....	70	1	5.00-5.20	75	4.50-4.75	70			2½	2½	3	5	4½ lb.
Trenton.....	71	1	5.30	75	4.30	60	3.80	2	2½	2½	4½	5	5 lb.
Westchester.....	87	1	5.50		5.00								4-5 lb.
Windsor.....	88	1			4.50	70	5.25		3	2	3½	5	9
".....	89	1	5.25		4.25-4.50	50			3	2	3½-4	5	8-10

IN CANADA—Continued.

GROCERIES—Continued.

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.							Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.	Molasses.	Syrup.	Soap, Common.	Starch.	American.	Canadian.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

POPULATION OF LESS THAN 5,000.

50	29		25	30	37	4	3 <sup>1</sup> / <sub>2</sub>		33-43		3 <sup>1</sup> / <sub>4</sub>	6 <sup>1</sup> / <sub>2</sub>	17-19		
20-35				40		5	4 <sup>1</sup> / <sub>2</sub>	8-10	45	65	3-5	10	23		
	25-50			40		5			45		4-5	8-10	22		
45		25-40	30	40					45		5	10	22		
40	40	50	35	40		5-6		4	40	50	4-5	12	22		
50	40	50	40		20	5	5		40		5	12	22		
30	30		40	40	35	5	4	5	50	50	5	10	30		
30-35	30			30-40		5	5		40-45		5	10	30		
20	30					5-6	4-5		50		5	10	30	25	
25-30	25-35		25	30	25	5	4	4	35-40		4-5	10-12	30	25	
30			25	30		5	4	4 <sup>1</sup> / <sub>2</sub>	35-40	60	4	12	30		
30						5	4		35-40	50	4-5	10	30	25	
45-50	25-40			40		5	4 <sup>1</sup> / <sub>2</sub>		35-45		5	10	25	20	
25			20						40		4	10	25		
30			30-40			5	4 <sup>1</sup> / <sub>2</sub>		45	60	5	10	25		
60		30	30-40			5-5 <sup>1</sup> / <sub>2</sub>	5	7	45-55	45	6	10	28		
	25	30		30		5	4		40-45		5	10	25		
	30	30	30			5	4 <sup>1</sup> / <sub>2</sub>		40-45		5	10	25		
30-40		50	25	40		5	4 <sup>1</sup> / <sub>2</sub>		44-50	50	3-5	8-12	28	25	
25-40	30	50	25	40	20	4 <sup>1</sup> / <sub>2</sub>	4	5	40-45	50	4	10	28		
35		55	35	45		5	4	4	40		3	10	25	22	
25	30				30	5-5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub> -5	8	40		5	10	25		
25-50						5	4 <sup>1</sup> / <sub>2</sub>		45		5	10	25		
20-25	35-40	50		35		5	4 <sup>1</sup> / <sub>2</sub>		40	50	5	10	25		
50	25-40	50		30-40		5	5		50		5	10	25		
	35			40		5	4 <sup>1</sup> / <sub>2</sub>		45-50		5	10	25	20	
20-40			30-40			5	5		50	30	5	10	25		
45	35		40			5 <sup>1</sup> / <sub>2</sub>	5		50		5	10	25		
50	40	50	40	35	40	6	5		44	80	5	8	25		
30			35	40		5	4		50	1.25	5	10	30		
30			30			5-6	4-5		45		5	10	30		
30			30			5	4 <sup>1</sup> / <sub>2</sub>		45-50		5	8	25		
28				30		4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>		38-45		4-5	8-9	25		
40	30			40		6	5		40	40	5	10	25		
50	40	30				6	5		40		6	10	25		
30						4 <sup>1</sup> / <sub>2</sub>	4		35-37		5	8			
40				40		5	5		40	40	5	10	25		
30			30	40		5	4 <sup>1</sup> / <sub>2</sub>	8	45		5	10	28		
35	25		30	40		5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>		40-45		5	12	28-30		
25-35			30-35			4 <sup>1</sup> / <sub>2</sub> -5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub> -5		40-50		4-7	10-15	28	25	
30-35	40	25-30		37	34	5	4-4 <sup>1</sup> / <sub>2</sub>		44-48		5	8-10	25		
25-40			30-40		4		45				5	10	25		
30				40		5	4 <sup>1</sup> / <sub>2</sub>		48		5	10	25		
25-35			25-40			5	5		40		3	10	25		
30	30			38		5	4 <sup>1</sup> / <sub>2</sub>		50		5	10	28		
30	35			35		4 <sup>1</sup> / <sub>2</sub> -5	4-4 <sup>1</sup> / <sub>2</sub>		40-50	60	7	8	25		
25-50			25	40		5	4 <sup>1</sup> / <sub>2</sub>		50		5	10	25		
30	25		30	30	25	5	4	4 <sup>1</sup> / <sub>2</sub>	35-40		5	10	30		
	30			30		5	4 <sup>1</sup> / <sub>2</sub>		45	60	5	8	30		
25-40			30-40			5	5		38-40		5	8			
25		50		30		3 <sup>1</sup> / <sub>2</sub>	3		31		4	6		22 <sup>1</sup> / <sub>2</sub>	
25-30	35-40	45	32			5 <sup>1</sup> / <sub>2</sub>	5	10	50	50	5	9	24		
30-40	30		50	35	28	5 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>		35-48	40	5	5	25		
30-35						5	5		45-50		5	10	30	25	
40	30			40	30	5	5	5	50		5	10	25		
	20-50			20-30		5-5 <sup>1</sup> / <sub>2</sub>	4-4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub> -5	40-50	40-50	5-6	10	25		

THE COST OF LIVING

II.—RETAIL PRICES

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans.
			Wheat, super-fine.	Family, good.		Rye.		White.	Yellow				
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	

NEW BRUNSWICK.

GROUP A.—LOCALITIES WITH A

St. John.....	1	5.00-5.10	1.00	4.35-4.50	75	.....	5	5	3½	3	5	8-10
" .....	2	4.00-5.00	.....	4.25-4.50	.....	3.50	3½	.....	.....	3-3½	5	8
" .....	3	5.25	88	4.50	75	.....	.....	.....	.....	3	5	10
" .....	4	5.00	75	4.25	60	5.50	4	.....	.....	3	5	10
" .....	5	4.50	55	5.00	62	.....	.....	.....	.....	.....	5	9
" .....	6	4.00	75	4.25	80	4.00	3	.....	.....	.....	5	12
" .....	7	5.50	1.00	4.00	75	.....	.....	.....	.....	4	3½	10
" .....	8	4.75	.....	4.25	.....	.....	.....	.....	.....	.....	4½	8
" .....	9	4.25	.....	.....	.....	.....	.....	3½	3	3½	5	10
" .....	10	5.20	.....	4.50	.....	.....	.....	.....	.....	.....	5	9
" .....	11	5.25	.....	4.60	.....	.....	.....	5	4	3½	5	10
" .....	12	5.00	1.00	4.40	75	.....	.....	.....	3	3½	4½	9
" .....	13	4.50	.....	5.00-5.25	.....	.....	.....	.....	2½-3	3-4	4-7	.....
" .....	13	4.80-5.35	.....	4.50	.....	.....	.....	.....	2½	3½-4	5	8-10

P. E ISLAND.

GROUP A.—LOCALITIES WITH A

Charlottetown.....	.....	5.25	70	2.50	60	4.00	2	2	3	5	8
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QUEBEC.

GROUP A.—LOCALITIES WITH A

Hull .....	41	4.50	65	4.00	55	.....	2½-3	.....	2½	3½	4	8
" .....	42	4.10-4.40	60-63	3.45-3.80	50-55	.....	.....	.....	.....	.....	3½	5-7
" .....	43	.....	.....	3.75	.....	.....	.....	.....	2	2	3	8
" .....	44	4.25	70	3.75	50	.....	.....	.....	.....	.....	4	8
Montreal .....	75	1	.....	4.25-4.50	60-65	.....	.....	.....	2½-3	3½	4	7-8
" .....	76	1	4.75	75	.....	.....	.....	.....	4	3½	4-6	10
Quebec .....	.....	4.50-5.00	.....	4.25-4.75	60	.....	.....	.....	.....	.....	5	12
" .....	90	1	4.40	75	4.20	63	.....	4	4	4	4-6	10
" .....	91	1	.....	.....	.....	.....	2½	.....	.....	.....	5	10
" .....	92	1	.....	4.40	50	.....	.....	.....	.....	.....	4-6	10
Ste. Cunégonde....	98	1	4.50	70	4.25	65	.....	.....	3½	3½	5-6	9
St. Louis Mile End.	104	1	4.10-4.20	65	.....	65	.....	3½-4	3½-4	3-3½	4-6	8
" .....	105	1	4.25	70	4.00	60	.....	4	4	4	4	8
Sherbrooke .....	.....	5.25	75	4.75	60-65	4.50	4	.....	.....	.....	5-7	8-10
" .....	108	1	4.75-5.25	60	4.00-4.50	.....	.....	.....	2½	3½	5	8-10
" .....	109	1	4.40-4.50	60	4.25	55	.....	.....	2½	4	5	8-10
" .....	110	1	4.90	60	4.40	.....	.....	2½	2½	4	5	8-10
" .....	111	1	5.00	65	4.50	60	.....	2½	2½	4	5	10
" .....	112	1	4.25	60	4.25	60	.....	.....	.....	3	5	6
Valleyfield.....	122	1	.....	65	.....	.....	.....	3	.....	3	4	.....

\* Maple.

IN CANADA—Continued.

OF GROCERIES—Continued.

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.							Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.					Soap, Common.	Starch.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	American. Per Gall.	Canadian. Per Gall.

POPULATION OF 10,000 AND OVER.

50	40	40	.....	40	40	5-6	4	10	40-50	*1.25	5	12	25	.....
35	30	40	.....	40	30	5	5	.....	35 40	.....	5	10	25	21
50	25	25-50	.....	.....	.....	5	5	.....	45	.....	5	10	25	.....
25-50	.....	.....	.....	40	30	5	5	.....	35 40	.....	5	8-12	25	.....
30-40	.....	50	40	40	.....	5	4½	8	40	.....	5	8	25	.....
40	30	50	40	40	.....	5	5	.....	36	40	5	12	25	.....
40	.....	30	30	30	30	5	4	.....	40 35	.....	.....	7	.....	22
40	30	30	35	.....	.....	4½	4	.....	35 40	.....	5	10	25	.....
.....	40-75	.....	20	40	.....	4½	4	.....	40	.....	4	10	25	.....
24-40	.....	.....	.....	40	.....	.....	.....	.....	38	.....	4-5	12	25	.....
.....	55	50	.....	.....	40	5	4½	10	40 45	*1.25	4	10	25	.....
35	25	40	.....	40	.....	5	5	.....	40	*1.40	5	12	.....	23
40	20-35	25-60	.....	38-40	.....	4½-5	4-5	.....	40	.....	5	10-12	24-25	22
25-50	.....	40-80	.....	25-40	.....	5-6	5	8-10	36-40	40-50	5	10	26	21

POPULATION OF 10,000 AND OVER.

.....	40	36	5	4	6	40-44	36-40	.....	4	7-12	24-28	22-26	.....	.....
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POPULATION OF 10,000 AND OVER.

.....	25-40	20-40	.....	25-40	.....	4½	4	7	40-55	.....	5	7	28	24
25	25	40	.....	.....	30	4½-5	3½-4	.....	32-35	50	4-5	8	.....	20-24
25	.....	25	.....	25	.....	4	3½	.....	35	50	6	6	.....	22
30	.....	30	.....	40	30	4½	3½	.....	35	53	5	7	.....	23
25-40	.....	25-40	25-40	25-40	.....	4½	3½	.....	35	45	5	7	28	20-25
40	20-40	20-40	25	40	40	4	3½	.....	40	60	5	6	22	20
40	25	25-40	25	.....	40	4½	4	.....	45-48	.....	5-7	.....	.....	22
25-27	.....	25-75	30-40	40	60	4½	3½	3½	40	*40-80	6	6	.....	22
30	40	30-50	25	25	40	4½	4	8	40-48	*1.00	5	7	.....	22
25	.....	30	25	40	.....	4	3½	.....	30	45	5	6½	.....	.....
15-25	30-50	30-50	15	40	.....	4	3½	.....	35-40	35-40	4	6	.....	22
40	30	30-50	25	30	40	4½	4	5	40-50	*90-5 lb.	4-6	7	30	25
40	25	25-40	25	40	40	4-4½	3½-4	.....	35-40	25-40	5	6-7	.....	18
30-40	25-40	30-40	30	40	.....	4-4½	3½-4	.....	45-48	*90-1.20	5	7	22	20
20-50	40-50	25-50	25-30	25-40	40	4-5	4	3½	40	40-75	3-5	8	25	.....
25	.....	25	.....	35	.....	4½-5½	4½	7½	40	60	6	8	25	20
.....	.....	40	40	45	.....	5	4½	.....	45	50	5	8	25	20
25	40	25-50	.....	40	.....	5	4½	.....	40	60	5	8	25	20
40	30	25-40	25	40	35	5	4½	5½	40-50	50	5	8	25	.....
.....	.....	25-30	.....	32-40	.....	5	4½	5	50	50-1.10	5	8	25	.....
50	30	50	25	40-50	.....	5	4	.....	40	60	5	10	30	.....

THE COST OF LIVING

II.—RETAIL PRICES

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans.
			Wheat, super-fine.	Family, good.		Rye.	White.	Yellow.					
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Qt.	

QUEBEC.

GROUP B.—LOCALITIES WITH A

Lachine.....	51	1	.....	70	.....	60	.....	3	4	3½-4	4	7-10
" .....	52	1	4.50-4.75	65-70	4.25-4.50	60-65	.....	.....	.....	.....	6	8-10
" .....	53	1	4.50	65	4.25	60	.....	2½	2½	3½	5	10
" .....	54	1	.....	.....	.....	.....	.....	2½	.....	3½	5	8
" .....	55	1	.....	65-70	.....	.....	.....	2-2½	2½-3	.....	6	8-10
Lévis.....	63	1	.....	4.10-4.40	50-55	.....	.....	2	2	4	4-6	lb. 4
" .....	64	1	4.50	60	4.25	50	.....	.....	.....	2-4	5-6	8
" .....	65	1	.....	4.00	60	.....	3	3	4	5	.....	.....
" .....	66	1	4.50	70	4.25	60	.....	2	2	4	4-6	8-10
" .....	67	1	4.50-4.75	75	.....	75	.....	3-3½	.....	3	4	8
" .....	68	1	4.20	63	4.20	57	4	4	3	4	4	lb. 4
" .....	69	1	3.50-3.70	50	3.60-3.80	50	.....	.....	.....	4	4	lb. 4
St. Hyacinthe.....	.....	.....	4.25	50	3.75	75	.....	2	4	4	4	15
" .....	100	1	.....	.....	60	.....	.....	4	.....	.....	4	4½
Sorel .....	113	1	4.40	65	4.00	65	.....	3½	.....	.....	4	8
" .....	114	1	.....	.....	.....	.....	.....	.....	.....	4-6	6-10	.....
" .....	115	1	.....	3.90-4.00	60	.....	.....	2	.....	3½-4	7-8	.....
" .....	116	1	5.00	60	4.50	55	.....	2	2	3½	4-5	10
" .....	117	1	.....	4.00	60	.....	.....	2	2	3	4	8
Three Rivers.....	.....	.....	3.75	55	4.15	75	.....	2	4	3-4	.....	7
" .....	118	1	4.00	55-60	.....	.....	.....	2½	3½-4	4	9	.....
" .....	119	1	4.00	.....	3.50	50	4.00	2½	5	2½	3½	.....
" .....	120	1	.....	4.00	55	.....	.....	.....	3	4	4	8
" .....	121	1	4.25	.....	55	.....	2½	2½	4	4	lb. 4	.....
Westmount.....	124	1	4.25	65	4.00	60	.....	4	4	4	7	lb. 5
" .....	125	1	6.50	80	4.00	65	5.25	4	4	4	4	8

GROUP C.—LOCALITIES WITH A

Acton Vale.....	1	1	4.00-4.20	.....	4.20	60	.....	2	3	3-4	4	lb. 4-5
Arundel.....	2	1	Per bag. 2.25-2.30	.....	.....	.....	.....	.....	.....	3	5	lb. 4-5
Ayers Flat.....	3	1	5.00	75	4.50	65	.....	.....	.....	3½	5	8
Beaumont.....	4	1	4.40	.....	3.40	.....	.....	.....	.....	4	4-6	10
Bedford, Upper.....	5	1	4.50	60	.....	.....	.....	.....	.....	3	5	8
Bordeaux .....	6	1	.....	60	.....	60	2½	.....	.....	3	4	lb. 3
Buckingham.....	7	1	4.00-4.25	60-65	3.50-3.75	50	2½	2½	3	4	3½-4	lb. 3-4
Cairnside.....	8	1	.....	.....	.....	.....	.....	.....	.....	.....	5	.....
Calumet Island.....	9	1	.....	4.60	.....	.....	.....	.....	.....	.....	4	9
Cap de la Madeleine	10	1	4.00	.....	3.80	55	3	2½	2	4	4	.....
" .....	11	1	4.30	60	4.10	55	4.00	2	.....	.....	4	.....
" .....	12	1	4.00-4.25	60	4.50	70	.....	.....	.....	4	4	8
Capelton .....	13	1	5.00	65	4.50	60	.....	3	2½	3½-4	5	8-9
Carillon .....	14	1	.....	.....	.....	.....	.....	.....	.....	4	4½	8
Causapscal.....	15	1	4.50	75	.....	.....	.....	.....	.....	.....	5	lb. 5
" .....	16	1	5.25	.....	4.50	.....	.....	.....	.....	.....	4	.....
Cedar Hall .....	17	1	.....	.....	.....	.....	.....	4	.....	.....	4	lb. 5
Chambly Basin.....	18	1	4.25-4.50	75	4.50-5.00	.....	.....	.....	3	3½-4	8-10	8-10
Chambord Junction	19	1	4.50	65	.....	.....	.....	.....	.....	4	5	lb. 5
" .....	20	1	4.50	56	4.40	52-54	.....	.....	.....	.....	4	5

IN CANADA—Continued.  
OF GROCERIES—Continued.

ARTICLES.

Tea.			Coffee—Roasted.			Sugar.			Molasses.	Syrup.	Soap, common.	Starch.	Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.					American.	Canadian.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

POPULATION OF 5,000 TO 10,000.

25-40	25-40	25	40	4-4½	3½-4	40	5-7	7	18-22
25-35	40-50	35-50	25-30	4½-5	4½-5	25-40	4½	7-8	22-25
30	35	25	40	4	3½	45-50	5	7	23
25-40	25-40	25-40	25-40	4½	4	40	4-5	8	25
30	35	30		4½-5	4	48-55	7	6-7	24-25
60	40	30-60	30	5	4	*50-1.20	4	8	18
40	30	50	25	5	4	35-40	5	8	24
25-40	25-40	25-40	30	4-5	4	30-40	4-5	8-10	28
40-50	30	30-50	40	4-4½	3½-4	35-40	3	6-12	18-20
25-40	20-35	25-40	25-30	4-4½	3½-4	35-40	5	6-7	24
30	30	30	40	4	3½	30-45	3½	6	21
30	40	25	40	4½	3½	35-40	4	7-7½	23
40	40	40	40	4½-5	4	50	5	8	24
	40	40		4½-5½	4	30-50	6-7	7½	22
	22-40			4½	4	35		8	20-24
20-60	20-60	25-50	25-50	4½-5	3½-4	35	4-5	8	25-30
35	30-35	35	25	4-4½	3½-4	30-35	4-5	7	16-25
40-50	30	30-50	30	4½	4	35	5	8	20-25
35	35	35	35	4½-5	4	30-35	7	7	20-25
40	70-90	50-60	40-60	4-5	4	31½	4	8	20-22
30-60	30-60	20	40	5	4	40	4	7	35
15-30	15-40	15	40	4 4½	3½-4	30	5	6	25
20-50	15-50	20-50	25	4½	4	35	5	7	20-22
20	18	30	40	4½	4	35	5	7	20
40	40	50	40	5	4	50-60	5	8	30
60	25-60	30-60	30	4	3½	50-60	5	8	20-25

POPULATION LESS THAN 5,000.

40	25-30	10-40	40	35	25	5	4	30-40	50-60	4-7	10-14	22
25-40		20-35				5	4½	55	55-60	5	12	25
40	50	25-40	35-40	40		5	4½	40-50	*75	5	8-12	25
40	20-30	40	40		25	4½	3½	40	35	5	5	24
40	25	25-50		40	30	5	4	35	50	5	5	28
25		25		40		4½	4	35	*1.00	4	6	22
40	25	25	40	30	25	4½	4	30-40	60	5	7	20
		30				5		30		5	12	20
		25		40		5	4	50	60	5	10	28
	20-30	25-40	20	40	40	4½-5	4	35	50	6	7	20-22
30		40	40	40		5	4	35		5	5	22
40	30	35	40			5	4-4½	35-40		5	8-10	16-22
30-50	30	30-50	25-30	40	25-35	5	4½	40-50	60	4-5	8-15	23-25
	40	30			40	5	4½	40	*1.00	4	8	25
40		35	40			6	5	50		8	10	30
35-40		35-40	40	45				40		5	8	25
30		30	25			5		45		5		
25-40		25-40	30	35-40		4½-5	4	35-40	*1.00	4-5	8-10	20-25
40		50	45			6	4½		35	5	8	30
30	40	50	30			5	4	35	40	10		

\* Maple.      † New Liverpool.      ‡ St. Joseph de Lévis.

## THE COST OF LIVING

## II.—RETAIL PRICES

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans.
			Wheat, super-fine.		Family, good.		Rye.		White.	Yellow.			
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel	Per Lb.	Per Lb.	Per Lb.			
QUEBEC— <i>Con.</i>													

QUEBEC—Con.

## GROUP C.—LOCALITIES WITH A

Champlain.....	21	1								4½	4	.....
Champlain.....	22	1	4.50	75	4.20	60	3.75	2	2	2	4	1 lb. 4
Coleraine.....	23	1	4.50								5	1 lb. 5½
Cookshire.....	24	1	5.00	65	4.40	58		2½	2½	3½	5	9
Coteau Station.....	26	1	4.50	60	4.00	55				3	9½	1 lb. 4-5
Coteau Landing.....	25	1		75					2½	4	4	5
Drummondville.....	27	1	4.50	75	4.00	50		3	3	3½-4	4	1 lb. 4
"	28	1			4.00	60				4	4	1 lb. 4
Duhamel.....	29	1										
Dunham.....	30	1	4.75	65	4.50	55			2		5	
East Hereford.....	31	1	4.60	60	4.25	5					3	4
Fraserville.....	32	1	4.00	50	4.00	50		2	2	2½	3½	3½ lb.
"	33	1	4.25	75	4.00	65				4	4	1 lb.
Grandes Piles.....	34	1	4.60	60	4.40	65				4	4	16
Grand Mère.....	35	1	4.00	65	4.00	55	2.25	3½	4	3	4½	5 lb.
"	36	1	4.50			60					4	8-10
Griffin Cove.....	37	1			4.25					3-3½	5	5 lb.
Hebertville.....	38	1	4.20		4.50							
Helena.....	39	1									5	
Howick.....	40	1	4.40-4.50	60-65	4.00-4.10	50-55		1½	1½	2½-3	4-5	4 lb.
Huntingdon.....	45	1								3-4	4½	4
Joliette.....	46	1	4.00	55	3.90	50		2½	2	3½	4	8
"	47	1		55						3	4	8
Jonquière.....	48	1	5.00		4.00		5				5	4 lb.
Knowlton.....	49	1	4.85-5.00		4.85-5.00				2½	4	6	9-12
La Baie du Febvre.....	50	1			4.20	60				4	3½	4 lb.
Lachute.....	56	1	4.50	70	4.20	60				3-4	5	8-10
"	57	1									4½	7
Lake Beauport.....	58	1	4.20							5	5	5
Lanoraie.....	59	1		65							4	
Larose Station.....	60	1	4.60		4.40			2	3	3½	5	7-10
Lauzon Village.....	61	1	3.80	50	4.00	60		3	3	4	4	6
"	62	1	4.25-4.50	55-60	3.70-3.90	45-50				4	4	8
L'Islet.....	71	1									4-5	
Little Métis.....	72	1	4.75-5.00	75	4.50	65			4	4	5	5 lb.
Maisonneuve.....	73	1	6.00		4.10				5	4	5	8
Marieville.....	74	1	5.50-6.00	60				2	2	3	4-6	5 lb.
Montreal, South.....	77	1	3.00					3½		3½	4	8
Murray Bay.....	78	1	4.60	70	5.00	80		4	4	4	5	5 lb.
New Carlisle.....	79	1	4.40-4.50	75	4.00-4.25	60-65			3		4-5	6-7
Nicolet.....	80	1	4.50	75	4.00	60					4	
North Stukely.....	81	1	4.80	60	4.60	58						
Old Chelsea.....	82	13	3.90-4.10							3½	5	
Ormstown.....	83	1	4.20-4.50	55-60	4.00	50		2	2	3-3½	4-5	8-9
"	84	1	4.00	55	4.50	65		3	3	3½		8
Otter Lake.....	85	1	4.00-4.50		3.80-4.25		3.00					
Papineauville.....	86	1			3.60-3.90						3½	3½ lb.
Peveril.....	87	1			1.90-2.05	50-57			1½	3-3½	5	
Portneuf.....	88	1	4.50	75	4.50						4	10
Port Daniel.....	89	1	5.00		4.25						4	4 lb.
Rivière du Loup (en bas).....	93	1	4.50		4.20	60	3.50	2	3	2	3½	4 3½ lb.
St. Alphonse.....	94	1	3.60	50	4.00	55					5	165-3½

IN CANADA—Continued.

OF GROCERIES—Continued

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.			Molasses.	Syrup.	Soap, Common.	Starch.	Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.					American.	Canadian.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

POPULATION OF LESS THAN 5,000.

25		35				41	31		35	40	5	9		22
40	40	40	40	40	40	41	4	4	30	50	6	8		22
40	40			50		51	41			40	6	8		25
25	50	25-50	30	40	40	5	4		40	50	5	7	27	
30	20	20-30		30		41	31	6	30	50	5	8		22
25		35	35	25		5	4		35		5	8		20
40	50	25	35	35	50	5	4		30-35	50	5	8	25	
40	25-40		40			5	4		35	50	5	8	25	
30-50		15-50	30	40		51	41-5		35-45	40-50	5	10	25-30	
25-60		35	30	40					50-60		7	8		18-24
15-33		40	28	32		51	31		35	40	5	12	25	
30	25	30	30	40		41	31		40	*75	3	41	25	
25-60	15-60	15-60	20	25	25	5	4		35	40	5	5		22
25	30	25	45	40		5	4		35		7	10	25	
20-50		20-60	20-40	30-40		41-5	3-4		35-40	50-60	4-5	8-15	27	18-22
25-35		25-35	35	45		5	4		40	*1.20	4	8	24	20-22
25		25	40	40		6	5		40-50		5-8	8	25	
35	30	40	50	48	65	6	5		35-40	*75-1.00	5	5	25	
	40	25	25	35					30-35	35	5	10	25	
40	30	25-30		40	30	41	4		25-40	50		5	8	18-22
25-50		20-35	30	40		4-5	4-41		40-50	50		4	7-8	25
40	30	25	30	40	40	41	31		35	30-50	5	7		20
40	20-40	20-40	30	40	40	4-5	31-4		35	*1.00	5	7	24	18-20
60		60	50			5	4		30		8	25	30	
50-60		40-50		40		5	41			*1.00	10	15	30	
	25-40		25	45	40	41			30		5	6		20
40	30	25-30	40	30		5-51	4-41		40-45		8	8	25-30	
25-50	20-50		30-50			5	4-41		30-70	30	4-5	8-15	25-30	
40		40				6	5		50		5	10	25	
25		20	25			4	31		30	50	4	8	25	20
	40	25-30	40	25		5	41		46	30	6	10	25	
40	50	40	30	40		5	4	41	30	40	4	8	25	
40	30	40	50	40	25	41	4	31	35		5	8		16-22
30		25	30			5-6	4-5		40		6		25	20
	30-40	40-50		40		5	4		40-50	40	5		25-28	
	35	40		40		5	4		40-48	60-65	5	7		24
		30-40	30	30-40		5	41		28-35	*1.00	5	10	27	22
25		25	25			5	4		40		5	7		24
40		30-40	30-40	35-40		5	4		30-35		6	8		
	25	40	40-55			5	4		35-40		4-5	8-10	30	25
30		30	30	30		41			30-35		5			24
30		40	40	40		41	4		38-45	45	6	8	28	
	40	25			40	5	4		45		5	8	30	
40	25	25-35	35-45			4-5	31-4		25-35	*90	5	7	25	20
40		35	40	35		41	4		40		5	10	25	
60		18-25		30			31		49	55	4	10		20
40		25		30		41	31		30-35	40	5	7		18
	40	30				5					5	7	26-28	22-24
40	24	40		50	30	5	4	12	40	50	5	8		24
25				30		6	5		45		5	10	25	
40	25	40	40	25		41	31	3	40	50	5	8	25	
15-40		15-40	40	50		4-5	31-4		25		5		25-30	20

\* Maple.

## THE COST OF LIVING

## II.—RETAIL PRICES OF

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans.
			Wheat, super-fine.	Family, good.	Rye.	White.	Yellow.						
QUEBEC— <i>Con.</i>			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Qt.	

## GROUP C.—LOCALITIES WITH A

St. Ambroise, Jeune Lorette.....	95	1	3.75-4.75	63	.....	.....	.....	.....	.....	.....	4-5	7
St. Bazile.....	96	1	4.00-4.30	.....	3.90-4.10	.....	.....	.....	.....	.....	4	4
"	97	1	5.00-6.00	.....	.....	.....	.....	.....	.....	.....	4	3½
St. Cuthbert.....	99	1	4.00-4.30	60	3.00-4.00	55	.....	.....	.....	.....	4	4
St. John.....	102	1	4.40-4.50	55	4.30	47½-50	.....	.....	.....	.....	4	4
St. Jérôme.....	103	1	4.00	.....	3.50	.....	.....	.....	.....	.....	4	8
St. Michel Yamaska	106	1	4.75-5.00	4-4.25	.....	.....	.....	.....	.....	.....	4	3 lb.
St. Théophile.....	107	1	.....	.....	55-60	.....	.....	.....	.....	.....	4	4
Waterloo.....	123	1	4.80	65	4.40	60	.....	.....	.....	.....	4	4 lb.
Yamachiche.....	126	1	4.25	65	4.00	55	.....	.....	.....	.....	3½-4	4

## ONTARIO.

## GROUP A—LOCALITIES WITH

Brantford.....	13	13	4.55	55	4.00	48	.....	.....	.....	.....	3½	5½	5
"	14	14	2.25	60	2.00	50	.....	.....	.....	.....	3	5-5	7
"	15	15	3.75	50	3.50	45	.....	.....	.....	.....	2½	3	7
"	16	16	4.10	55	3.90	50	.....	.....	.....	.....	2½	3	8
"	17	17	4.10	55	3.80	50	.....	.....	.....	.....	2½	3	8
"	18	18	4.00	55	3.90	50	.....	.....	.....	.....	2½	3½	10
"	19	19	.....	.....	.....	50	.....	.....	.....	.....	2½	4	6
"	20	20	2.00-2.20	50-55	.....	45-50	.....	.....	.....	.....	2½	.....	5 lb.
"	21	21	2.50	65	2.00	50	.....	.....	.....	.....	4	4	5
"	22	22	4.20	55	4.00	50	.....	.....	.....	.....	4	4	10
"	23	23	4.50	60	4.00	50	.....	.....	.....	.....	.....	.....	5 lb.
"	24	24	5.00	60	.....	50	.....	.....	.....	.....	2½	3½	5
"	25	25	4.25	50	4.00	48	.....	.....	.....	.....	2½	3	7
"	26	26	4.20	55	3.90	50	.....	.....	.....	.....	3	3	9
"	27	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 lb.
"	28	28	5.00	65	4.00	50	.....	.....	.....	.....	2½	3	5 lb.
Guelph.....	55	55	4.40	55	4.00	45-50	.....	.....	.....	.....	2	2½	7
"	56	56	2.00	55	2.00	50	.....	.....	.....	.....	4	4	10
"	57	57	.....	50	.....	48	.....	.....	.....	.....	.....	.....	.....
"	58	58	.....	.....	.....	50-55	.....	.....	.....	.....	3	4	4 lb.
"	59	59	.....	.....	.....	50-55	.....	.....	.....	.....	3	3-4	5 lb.
"	60	60	4.20	53	4.00	48	.....	.....	.....	.....	3	3	8
"	61	61	4.10-4.25	53-55	3.60-3.70	48-50	5.00	3	2½	2½	4	4	3-5 lb.
"	62	62	4.50	55	2.25	50	.....	.....	.....	.....	.....	3	4 lb.
"	63	63	.....	52	.....	48	.....	.....	.....	.....	3	.....	10
"	64	64	.....	54	.....	50	.....	.....	.....	.....	.....	.....	.....
"	65	65	.....	50	.....	50	.....	.....	.....	.....	.....	.....	.....
Hamilton.....	66	66	3.50	50	3.00	50	3.00	.....	.....	.....	5	4	10
"	67	67	3.60	45	3.50	43	.....	.....	.....	.....	.....	4	8
"	68	68	3.80	48	3.60	45	.....	.....	.....	.....	2½	2½	5-7
"	69	69	3.50	45	.....	45	.....	.....	.....	.....	3	3	8-10
"	70	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 lb.
"	71	71	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	72	72	3.45-3.50	45-48	3.15-3.40	44-45	.....	.....	.....	.....	2-2½	3	8
"	73	73	.....	.....	.....	50	.....	.....	.....	.....	.....	3	10
"	74	74	.....	.....	.....	50	.....	.....	.....	.....	.....	3	10
"	75	75	3.80	45	3.80	45	.....	.....	.....	.....	.....	3	6
"	76	76	.....	50	.....	45	.....	.....	.....	.....	.....	4	5 lb.

\* 8 trundle. † Maple.

IN CANADA—Continued.

GROCERIES—Continued.

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.							Coal Oil.	
Black Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.					Soap, common.	Starch.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gallon.	Per Gallon.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

POPULATION OF LESS THAN 5,000.

25-80	25-80	19-50		5½-6	4-5	5-6	40-55	50-60	5-6	6	24	18-19
15-20	17-25	20-25		4½-5	3½-4		30-35		3½	7		18-22
25		10-40	25	4½	4		35-42		4	7	24	
		35-45	45	4-4½	3½-3¾		32-38		4	8		20
40	30	40	30	5	4		40	35	4	8	24	20
30		25	25	4½	3½		40-50	50	5	8	24	18-22
		25-35	40	4½-5	3½-4		30		4	10		20-22
30		30-35	25	5	4	3½	35	30	6	8		20
25-40		25-40	35	4¾	4½		40	45	4	6	27	
		25-30		4½-5	3½-4		35	*1.00	6	8		18-20

10,000 POPULATION AND OVER.

50	35	25	15	40	35	5-5½	4	4½	5	40	60	5	7	25	22
25-50	30-40	30	40	4½	4	4	40	*1.00	4½	8-10	25	20			
40	30	35	40	4½	4	4	40	50-60	5	6	24	22			
25-40	25-40	20	25	30	4½	4	4	50	40	50-60	5	8	22	20	
50	40	20	40	35	4½	4	4	40	50	60	3½	8	22	20	
50	25-45	25-50	15	38	25	5	4	4½	50	60	5½	8	22	20	
25-50	25-50	25	40	40	5	4	4½	50	80	5	8-10	25	22	20	
40-60	25-50	15-20	40	20	40	40-50	70	2½-5	7-10	25	20				
25-40	25-40	20	35	5½	5	5	60	5	25	22					
30	30	30	25-40	25-40	25-40	5½	4	4½	40	75	5	10	25	20	
40	40	25	25	25	40	4½	4	4½	35	60	5	7	25	22	
45	25	25	15	40	4½	4	4½	35	60	5	7	25	22	20	
25-40	50	40	20	35	30	4½	3½	4	40	50	50-60	5	5-10	23	16-18
25-50	25-50	25	40	40	4	3½	3½	40	60	60	5	7	23	20	
40	40	25	40	35	15	35	40	50	50	4	8	22	20		
25-60	25-60	25	30	12½	5	5	5	40	60	5	8	25	20		
40	25-50	30	40	4½	4	4½	50	60-80	5	8	25	20			
25-50	25-50	12½-25	40	4½	4	40	50	40-80	5	7-10	22	20			
25-50	25-50	12½	40	4½	4	40	40	60	4	8	18-20	22	20		
40	25	25	12½	40	30	4½	3½	3½	40	50	60	3½	6-8	22	20
25	25	30	40	40	5	40	50-60	4	7	25	20				
25-40	25-40	40	40	40	40	40	60	5	8-10	22	20				
25-40	25-40	25-40	25	40	5	5	40	75	5	8	25	20			
25-60	40	40	40	40	5	4	5	50	80	5	7	22	18		
40	25	35	25-40	25-40	4	3½	40	60	3-3½	5	16-18				
25-40	25-40	25	28	4	3½	40	60	5	5	15-18					
25-60	25-60	12½-25	25-40	4	30-40	30-60	5-7	6-10	16-20						
25	40	33-35	40	45	25	3½-4	3	3½	45	80	+1.00	5	7	16-20	
40	35	12½	40	40	4½	4	4½	40	70	4	6	20			
40	35	12½	40	40	4½	4	4½	40	70	4	6	20			
50	25-50	15	35	4½	4	4	4	46	60	4	6	20			
25	25	25	40	40	5	4	5	35	25	40	5	7	23	20	

## THE COST OF LIVING

## II.—RETAIL PRICES OF

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans.
			Wheat, super-fine.		Family, good.		Rye.		White.	Yellow.			
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel.	Per Lb.	Per Lb.	Per Lb.			
ONTARIO.													
Hamilton.	72			40		40			2½	3	5	10	
"	73		3.50	45-50					2½	2½-3	5-8	8	
"	74			50		45			2-5	2-5	5	10	
"	75		4.00	50	3.20	40		2½		3-4	5-7	4 lb.	
"	76		3.50-4.00	45-50						2½	5	8	
"	77					50				2½	4	5	
"	78			45		40					3½	5	
"	79					45-50				4	4-5	4-5	
"	80		3.60	45	3.40	40	4.00	2½	2	2	2½	4	
"	81				3.50	50				3	3	5-7	
"	82		4.25	55	3.75	50						10	
"	83		4.00	50	3.80	45				3	3	7	
"	84			50-60		45-50			2-3½	2-3	2-3	5-10	
"	85		4.20	60	3.70	45	3.50				5-7	5-10	
Kingston.			4.50-4.75	60-65	4.00-4.20	53				3½-4	5	7	
"	95		4.50-4.60	60	4.00	50		2½		3	3	5	
"	96			55-60		50-55		2			3½	5	
"	97		4.20-4.30	60	2.00	50						4-4 lb.	
"	98		4.50	57	4.00	50					4-5	5	
"	99		4.20	55	4.00	50		2½		3	3	5	
"	100		4.50	60	4.00	50				1½	2½	5	
"	101		3.80-4.40	50	3.60-4.00	48	50			2	3	5	
"	102		4.60-4.75	60-65	4.00	50				1½	3	5-7	
"	103		4.20	55	3.80	50				2	3	5	
"	104		3.00	45	3.50	50			2	2	4	5	
"	105		4.80	55	4.30	50			1½	1½	3½	4	
"	106		4.50	60	4.00	50	4.40	2½	2	2	3½	5	
"	107		5.00	60	4.25	50			2½	2½	3	5	
"	108							3				5	
London.			4.00	50	4.50	60	2	2	3	5	8	4 lb.	
"	109		4.50	55	4.00	50			3	3	3½	4½-5	
"	110			57		50				3	4½	5-7	
"	111		4.00	55	4.00	50				2½	3	5	
"	112			50		55				2½	3	5	
"	113		4.50	55	4.00	50				3	3	5	
"	114		4.50	57	4.00	50				2	2½	4	
"	115			50						4	4	5	
"	116					50-55				3	3½	5	
"	117									3	4	5	
"	118		4.50	58	4.00	50				2½	4	5	
"	119		4.50	57	4.00	55			2½	2½	3½	5	
"	120		4.25	55	4.00	50					2½-3	5	
"	121			63		50		3	2½	2½	3	5-6	
"	122								3½	3½	3½	5-7	
"	123			55		50				2½	3	5	
"	124		4.25	55	3.90	50		2	2½	2½	3	4½	
"	125			55		50				2½	3	5	
"	126		4.75-5.00	60	4.00	50			2½	3	3-3½	5-7	
"	127			57		50				2½	3	5-7	
"	128			55		50				2½		5	
"	129		4.50	57	4.00	50			2½	2½	3½	5	
Ottawa.			4.00	60	3.75-3.80	55			3	3	3	3 lbs.	
"	183		4.50		4.00	55			2	3		5	

‡ Maple.

IN CANADA—Continued.

GROCERIES—Continued.

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.			Molasses.	Syrup.	Soap, Common.	Starch.	Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.					American.	Canadian.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

10,000 POPULATION AND OVER.

25	13	13	.....	.....	30	4	3½	3½	40	60	5	5	.....	17
.....	.....	.....	.....	25	40	4½	4	.....	40	65	4	6-10	23	20
.....	25	25	20	.....	40	5	4½	4½	40	60	5	8	20	16
35	25-60	25-60	15-25	40	40	4-4½	.....	3½-3½	40	40 60	4-5	7-10	22	18
25-50	.....	25-50	.....	30-40	.....	4½	3½	3½-4	40	60	5	6	18-21	15-18
.....	25-40	.....	.....	40	.....	4½	4	4½	40	60	5	.....	22	20
25-40	.....	25-40	25-40	.....	.....	5	4	4	35	60	5-6	7	.....	20
50	40	40	25-50	25	40	.....	.....	.....	48	80	5	7	20-24	16-20
20	25	25	15	40	40	4	3½	3½	30	40 50-60	2	6-8	.....	15-18
25-60	40	25-60	.....	40	.....	5	4	4	40	60	4	6	18-22	15-20
25-50	.....	25-50	25	40	40	.....	.....	.....	20	60	5	6	.....	20
30	30	30	14	40	.....	4	.....	3½	20	60	5	8	.....	20
30-60	25-75	25-75	10-30	25-40	35-55	4-5	3½-4	3½-5	35-50	60	5	5-10	.....	20
25	40-50	25-60	15-25	40	.....	4½	3½	4	40	30 40-60	5	7-10	22	20
25-40	.....	25-30	25	35	.....	5	4	.....	40	60	5	7-8	22	20
40	30	30	30	30-35	30	5	4	4	40-50	50	5	7	.....	20
25	30	25-40	.....	30	40	5	4	4	40	60	5	7-10	.....	18-20
25-30	40	25	20-30	35	.....	4-5	4	4	40	50	5	10	22	18
25-50	.....	.....	20-30	20-30	.....	.....	.....	40	40	50	4-5	6-10	25	20
25-40	.....	25-40	.....	35	.....	5	4	40	60	1.00	5	8	24	20
40	25	25	20	30	17	4½	4	40	40	50	4	7	.....	.....
40	.....	28-30	.....	40	.....	5	4	40	40	1.00	5	8	21	.....
.....	25-50	25-50	40	60	.....	5	4	40	60	50	5	6-10	.....	.....
.....	25-40	.....	.....	35	.....	5	4	40	35	40	5	8	22-24	.....
38	35-40	25-40	30	30	.....	5	4	4	40	50	2½	8	24	20
25-45	.....	25-40	.....	35	.....	5	4	40	40	60	.....	7	25	18-20
30 50	.....	25-40	25-30	30-40	.....	5	4	4	40	60	4	8	25	20
.....	20-70	10-50	20	25	40	5	4	3½	40	50	2½-4	7-10	25	20
.....	50	30-50	30	.....	.....	5	4	.....	60	.....	.....	5	.....	20
25-60	40	.....	25	40	.....	5	4½	4½	50	60	5	7	.....	18
25-40	25-35	25-40	.....	40	25	4½	4	40	40	60	5	7	.....	18
25-40	50-60	.....	40	20-25	30	.....	.....	40	40	50-60	5	6-7	.....	.....
25-40	25-40	.....	25-40	.....	.....	4½	3½	4	40	50	4½	7-8	22	19
50	40	25	.....	40	.....	.....	.....	50	75	5	5	7	.....	20
25	50	25-60	25-40	.....	.....	5	3½	4	40	75	6	7	.....	18
40	.....	40	25	30	.....	4½	4	4½	30	70	4	7	.....	17
50	25	.....	.....	40	.....	4½-5	4-4½	4-4½	40	50	5	7	.....	.....
40-60	25-60	25-60	20	40-45	40	5	4½	4½	40	60	5	7	.....	.....
.....	.....	.....	.....	.....	.....	5	5	4½	50	40 80	1.00	7	20	18
25	.....	25	40	.....	.....	5	5	5	40	80	5	8	22	20
.....	30	30	25	40	40	5	4	5	40	80	7½	8	.....	20
25 40	40-60	.....	25	40	40	.....	.....	35	40	60	5	7	.....	.....
25-60	.....	.....	45	40-50	25-40	5	4½	5	40-50	60-75	5	8 13	.....	20
50-60	25	30-45	40-45	35-40	25-30	4-5	3½-4½	3½-5	40	40 40-1.00	5-7	6-7	25	20
40	25	25-50	25-40	.....	.....	.....	.....	40	50-60	5	5	7	.....	.....
40	40	25	25	40	.....	4	3½	3½	25	40 50	3½	5	.....	17
25-50	.....	25-50	25	35	.....	4½	4	4½	35	60	5	7	.....	18-20
25-50	.....	25-50	25-40	25-40	.....	.....	.....	40-50	60-75	4-7	6-10	23	18-20	.....
50	25-40	25-60	20	40	40	5	5	50	60	5	8	.....	18	.....
.....	25	25	40	25	.....	.....	.....	40	80	5	7	.....	20	.....
30-75	20-60	25-60	20-30	40-45	.....	5	4	4½	40	50-75	5	5-10	25	18
20-30	28	30	.....	.....	.....	5	4	12	50	70	5	6	30	20
25-40	.....	25-40	.....	30-40	.....	5	4	.....	50	60	3-7	.....	24	.....

THE COST OF LIVING

II.—RETAIL PRICES OF

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans.
			Wheat, super-fine.	Family, good.	Rye.	White.	Yellow.						
ONTARIO—Con.			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Qt.	

GROUP A.—LOCALITIES WITH

"	134	3.90-4.20	65-70	3.60-3.90	60-65	...	3½	2	3	3	4½	8
"	135	4.50	70	4.25	65	...		2½	3	3	5-12	10
Peterborough.	141	3.75-4.00	50	3.50	48-50	...		2½	2½	3	4-5	8
"	142	4.00-4.50	55-60	4.00	60	...		2½	2½	3½	5	5-lb.
"	143	4.00	55	3.80	50	...			4	4	5	5-lb.
"	144	4.40	55-60	3.90-4.40	50-60	...			4	3½	5	8
"	145	3.50-3.80	50-55	3.30-3.40	45	...			3	3½	5	10
St. Thomas.	...	4.20	55	4.00	50	...		2¾	2¾	3	5-7	8
"	149	...	50-60	...	45-50	...			2½	...	...	5-10
"	150	...	60	...	55	...				...	...	8
"	151	4.50	60	4.25	55	...			3	3	5	6-10
"	152	...	55	...	50	...			4	...	6	7
"	153	...	55	...	50	...			3	4	5-10	10
"	154	...	55	...	50	...			2½	3	5-10	5-10
"	155	4.25	55	4.20	...	4.65	3¾	...			4½-7	8
"	156	...	...	4.00	55	...		2½	2½	3	5-7	5-8
"	157	4.25	55	4.00	50	...		2½	...		5-8	8
"	158	...	...	...	55	...			3	...	5-7	10
"	159	...	...	...	55	...			3	3	5	8
Stratford.	...	4.00	50	4.00	50	...	3	3	4	5	10	...
"	179	3.25	50	...	...	...					5	10
"	180	...	50	...	48-50	...	3		2½	3-3½	5	...
"	181	4.00	50	...	...	...		2½	2½	3	5	7½
"	182	4.00	50	4.00	50	...		4	4	...	5	4-7½
Toronto.	...	4.50	60	3.50	50	...					4½	4 lbs.
"	184	4.50	60	3.75	50	4.00	2½	...	2½	2½	5-8	10
"	185	...	60	...	50-55	...					5-7	12
"	186	5.00	65	4.00	55	...			3	3	5-8	5-lb.
"	187	...	65	...	50	...			3	3	7	5-lb.
"	188	4.20	...	3.90	50	...					5-8	5-lb.
"	189	4.50	60	4.00	55	...			3	...	5	5-lb.
Windsor.	197	4.00	50	...	...	...					5	10
"	193	3.75	55	3.50	50	...		2	2	4	5-7	10
"	199	...	...	4.00-4.25	50-60	...			2-2½	4	5-7	7-9
"	200	...	...	...	...	...			3	3½	5	8
"	201	3.00	...	...	...	...			2	...	...	8
"	202	4.00	50	3.75	50	...		2½	3	4	5	10
"	203	4.00	50	3.75	45	4.50	2½	3	12	3-4	5	5-10
"	204	...	...	4.00	50	...		2	...	2½	5-7	10

GROUP B.—LOCALITIES WITH A

Barrie.	...	4.75	65	4.25	55	...		2½	3	3½	5	8
"	2	3.75	50	3.50	45	...			3	3	5	5 lb.
"	3	4.00	50	3.50	65	...					5	5 lb.
Belleville.	4	...	60-65	...	50-55	...			2½	3½	5	4 lb.
"	5	4.00-5.00	60-65	3.75-4.25	45-55	...				3-3½	4-5	5 lb.
"	7	...	70	...	55	...				3	4	4 lb.
"	8	4.00	55	...	50	...		2	2½	3½	5	7
Berlin.	9	4.35	53	4.15	50	...			3	3-4	5	3-4 lb.

IN CANADA—Continued.

GROCERIES—Continued.

ARTICLES.															
Tea.			Coffee—Roasted.			Sugar.							Coal Oil.		
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.					Soap, Common.	Starch.	American.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Gall.

10,000 POPULATION AND OVER.

25-75	25-50	20-50	25	35	40	41	31	50	50	5	7	30	25
30	25	25	40	40	40	41	31	50	11.10	5	7	30	25
25-35	25-35	25-35	30-35	30-40	40	5	4	50	50-60	7	7	30	25
40	25	25-40	40	40	25	5	5	50	60	7	10	30	25
25	30	25	40	40	25	5	4-5	50	60	5	8	25	20
25-75	25-75	15	40	40	25	41	4	3	75	4	10	30	20-25
25-50	25-50	25-50	25	40	40	5	4-5	4-5	40	6 1/2	6-7	25	20
40	25	25-40	40	40	40	41	4	50	11-1.25	4-5	5-8	22	
25-50	25-50	25-50	25	40	40	41	4	40	60	4 1/2	5	8	18-20
40	25	25-40	40	40	40	41	4	40	75	4-5	7-10	18-20	
25-50	25-50	25-50	25	40	20-30	41	4	40	60	5	8	25	20
40	25	25-40	25-40	25-40	25-40	41	4	40	60	4-5	8-9	25	20
25-50	25-50	12 1/2	40	40	25	41	4	40	60	5	6 1/2	25	20
40	25	25-40	40	40	25	41	4	40	1-1.20	5	8	20-25	16-20
25-50	25-50	25-40	25-40	25-40	25-40	41	4	40	11 60-80	5	6-10	20-25	15-20
25	40	25-50	15	40	40	41	4	40	60	5	10	25	20
40	25	25-40	40	40	40	41	4	40	75	7	7	25	20
25	30	30	40	40	40	5	4	40	60	5	8	24	20
25-50	25-50	25-50	25	40	40	41	4	35	50-75	5	5-10	25	20
50	25	25	25	40	40	41	4	30	60	4	5-6	15-17	
40	25	25	25	40	25	41	4	30	50	5	7	25	20
25-40	25-40	25-40	25	40	30	5	4	35	45	5	7-10	23	17-20
50	25	40	25	35	40	5	4	45	75	8	7-10	18-24	
25-60	25-60	40	40	40	40	5	4	60	75	5	7	20	
40	25	40	25	40	40	41	4	4	40	5	7	20	
20-60	20-60	25	25-40	40	40	5	4	40	40-60	5	6-20	25	19-21
25	50	25-50	15	35	40	5	4	50	55	5	8	25	20
50	25	25-50	18	35	40	5	4 1/2	50	60	10	8	24	
25	50	25	20	40	30	5	5	45	60	4 1/2	8	20-22	
50	25	40	20	40	25	4 1/2	4	40	50	5	7	25	
15-30	30-45	25	25	40	40	5	5	50	60	5	7	24	
50	25	25	20	35	40	5	4	50	60	5	8	24	
40	25	25	20	35	40	5	4	4 1/2	50	4 1/2	8	20	
25-40	25-40	25	35	40	40	4 1/2	4	40	60	5	8-10	20	

POPULATION FROM 5,000 TO 10,000.

40	36	30	40	40	30	41	4	4	50	40	5	6	20-25	17-20
25-50	25-50	25-40	25-40	25-40	40	41	4	4	50-60	50-60	5	8-10	28	24
25-40	25-40	25-40	40	25-30	40	5	4	40	50-60	60	3-5	8-10	30	25
25-40	25-40	25-40	30	40	40	41	4	40	50-60	60	7	7-10	18-25	
25-50	25-50	25-40	30-35	40	40	4-5	4	40	50-60	60	4	7-8	25	
40	25	25-40	40	30-40	40	5	4	40	60	5	8	20		
30-50	30-60	40	30	40	40	41	4	40	60	5	7	20		
35-60	25-50	25-50	12 1/2	20-40	40	4 1/2	3 1/2	40	50-60	50-75	4-5	7-8		

## THE COST OF LIVING

## II.—RETAIL PRICES

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.											
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans.	
			Wheat, super-fine.		Family, good.		Rye.		White.	Yellow.				
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel.	Per Lb.	Per Lb.	Per Lb.				
ONTARIO.														
GROUP B.—LOCALITIES WITH A														
Berlin.....	10	4.50-5.00	60-65	4.00-4.50	50-58			2½-3	4	4	5-6½	4 lb.		
".....	11				50									
Brockville.....	29	4.40	55	4.00	50				2	3	5	8		
".....	30	4.80	60	4.60	57				4	3½	5	8		
Chatham.....	32	4.25-4.50	56						2	3	4	5-7		
".....	33		57	4.00	50				2	2½	4	5		
".....	34	5.00	63	4.50	57	4.25	2½	1½	2	4	5	5 lb.		
".....	35	4.50	56	4.00	50			2½	2½	4	5	6 lb.		
".....	36	4.50	56	4.00	50			2½	2½	4	5	6 lb.		
".....	37	4.00	50	4.50	63			3		4	4-7	10		
".....	38	4.50	57							4	5	4 lb.		
".....	39	4.50	60	4.00	55			2½	2	4	5	8		
".....	40	4.75	63	4.25	57			1½	2	2½	5	8		
".....	41	4.50			56			2	2½	4	5			
".....	42	4.00	56						2½	4	5	10		
".....	43	4.50	60	4.00	56				2-2½		5-6	10		
".....	44				56			1½	2½	4	5	5 lb.		
".....	45				56				2½	4	5			
".....	46			3.50-4.00	56			2½-3	2	4	5	4 lb.		
Galt.....	49		53						4	4	5	5 lb.		
".....	50				56				2½	3	4-5			
".....	51	4.20	53							3½	4½-8½	10		
".....	52			4.10	53			3	3	4	5	5 lb.		
".....	53	4.25	53						2½	3½	5-8	5 lb.		
".....	54		53									5 lb.		
Owen Sound.....	136	4.40	55	4.20	50				3	3	5	5 lb.		
".....	137	4.50-4.75	65-70	4.00-4.25	50-60						5-7	10		
".....	138	3.80-4.20	50-55					2½	2½	3-3½	5	5-7 lb.		
".....	139	4.00-4.25	50-55						2½	3½	4-7	4-5 lb.		
".....	140			4.00					3	3	5	10		
Sarnia.....	160	4.30	60	4.00	50	4.75	3	2½	2½	3½	5-7	8		
".....	161	3.80	50	3.50	40				2½	3	5	8		
".....	162	4.80	30	4.00	50				3	4	5	8		
".....	163	5.00	65-70	3.75-4.20	50			2-3	2-3	3-3½	5	6-10		
".....	164	4.50	60	3.90	50			2½	2½	3	5	8		
".....	165		55		50			2-2½	2½-3	3-3½	5-7	8-10		
".....	166	4.50	60	3.75-4.00	50			2½	2½	3½-4	5	10		
Sault Ste. Marie.....	167	5.00-5.20	65-70	4.50-4.70	60-65									
".....	168	5.00-5.30	65-70	5.00-5.20	65	5-5.30	2½-3		4	4	5			
".....	169	5.00-5.30	70	4.25-4.40	65						5	5 lb.		
".....	170	4.80-5.00	65	4.50	60						5	5 lb.		
".....	171	5.00	65	4.10	60				3	4	5	12½		
".....	172	5.00	70	4.50	60		2½		3	4	5	8-10		
".....	173	5.00-5.20	63-65	4.60	58			2½		4	5	5 lb.		
".....	174	5.00	65	5.00	65	4.00	3		3	4	5	10		
".....	175	4.75	70	4.30	65									
".....	176	5.30	68	4.80	62		5		4	4	5	5 lb.		
Woodstock.....	205	5.00	65	4.00	50	4.00						7		
".....	206	3.90	50	3.80-3.90	50				2½	3	5	8-10		
".....	207		50						2½	2½	5	3-4 lb.		
".....	208				50						4½-5	4 lb.		
".....	209	4.10-4.30	48-50	3.90-4.10	45-48			2	3	3½	5-8	6		

## IN CANADA—Continued.

## OF GROCERIES—Continued.

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.							Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.					Molasses.	Syrup.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

## POPULATION FROM 5,000 TO 10,000.

50	25-50	25-50	12-15	40	.....	4½	4-5	.....	45	60 70	..	5	8-10	24	19
25-50	.....	20-50	10-40	.....	.....	4½	4	.....	50	60	.....	5	8	.....	22-22
25-60	.....	12-40	.....	37½	.....	4½	4	.....	50	60	.....	5	7-10	25	20
.....	50	40	.....	40	.....	4½	4	.....	60	60	.....	5	8	.....	.....
25-50	.....	25-50	25-30	40	.....	5-6	4	4-5	50	60	.....	5	8	.....	15-20
40-50	.....	25-35	20	40	.....	5	4½	4½	40	50-60	.....	5	8-10	25	20
25-50	30-40	30-40	25-30	30-40	30-40	5	4½	5	50	60	4-5	5	8-10	25	20
75	25-50	25-50	25	40	30	5	5	4	50	50 60	.....	5	8	.....	20
75	25	25-50	25-40	40	30	5	4½	5	40	50 60	.....	5	8	.....	18-20
50-70	25	25-70	20	40	40	5	5	4	4½	40	.....	5	6	.....	20
25-40	25-40	.....	.....	.....	.....	5	5	.....	40	60	.....	5	8	25	20
50	25	25-50	25	40	30	5	4	4½	40	50-60	.....	5	8-10	.....	20
25-40	25	25-40	25	35	40	5	4½	5	40	45-60	.....	5	8	.....	20
25-50	.....	25-50	25	40	.....	5	4½	4½	40-50	60	.....	5	8-9	.....	20
25	50	25	25	40	.....	5	4½	5	40	50	.....	5	8	25	20
25-50	.....	25-50	15	30-40	.....	5	4-4½	5	40	50 40-75	4-5	5	8-10	.....	20
.....	40	25	25	35	40	5	4	4½	40	50 40-60	.....	5	8	25	20
25-50	.....	25-50	12-15	40	24	5	4	.....	40	60	.....	5	8	.....	15-20
25	.....	25	40	40	.....	5	4½	5	50	70	.....	5	8	.....	20
25-60	.....	25-60	25-50	.....	.....	5	4	4	40	50	.....	5	10	25	.....
25-50	.....	25-50	25	40	.....	5	4	4½	50	70	.....	5	7	.....	.....
50	25-50	25-50	15	40	25	5	.....	4	60	40 60	.....	5	8	.....	.....
25-60	.....	25-60	25	40	.....	5	5	5	40	50 60-80	.....	5	10	25	20
25-50	.....	25-50	15-25	25-40	.....	4½-5	4-5	4-4½	40-50	.....	.....	5	8	.....	.....
25-60	.....	25-60	.....	25-40	.....	.....	.....	.....	40-50	45-60	.....	5	10	25	18
25	50	25	.....	40	25	5	4½	4½	40	60	.....	5	10	.....	25
25-40	20-50	25-50	25	30-40	.....	4½-5	4	3½-4½	40	50-60	4½	5	8	25-30	20-25
25	40-50	.....	20-25	40	.....	4½-5	4	4	40	40-50	4	5	7	.....	20
25-50	.....	25-50	20-25	35-40	.....	4-4½	3½	4	40-50	50-60	4-4½	7½-10	.....	.....	18-22
25	25	25	.....	40	.....	.....	.....	.....	40	40	.....	10	25-30	.....	20-25
25-50	25-50	25-50	25-30	30-35	40-45	5	4½	4½	40	60 80	.....	5	8-10	.....	20
25	25	25	15-25	30-40	.....	5	3½	4	35	50	3-6½	8	.....	.....	15-20
.....	25	25	.....	35-40	.....	5	5	5	48	60	.....	5	8	.....	20
.....	50-60	25	25	40	.....	.....	.....	.....	60	40 60	.....	5	8	.....	18-20
25-40	25-50	25-40	30	40	25	4½	4	4½	60	40 50-60	.....	5	7	.....	16-20
25-60	.....	25-75	20	25-40	.....	4½-5	3½-4½	4½-5	40	60-70	4-5	7-10	.....	.....	18
50	30	25	25	40	.....	4½-5	4-4½	4½-5	40-50	60	.....	5	10	.....	20
25-60	.....	25-40	.....	40	.....	5-6	.....	.....	50	.....	.....	5	10	.....	.....
50	30-40	25-40	.....	50	.....	5-6	4-5	.....	60-1.40	*1-1.40	.....	5	8-10	30	.....
.....	25-50	20-50	40	.....	25	.....	.....	.....	50	.....	.....	5	8	.....	25
25	40	35	25	40	.....	5	.....	4½	.....	.....	.....	5	10	30	25
25-60	25-60	25-50	20-25	30-35	40	5	4½	4½	40	*1-1.25	.....	5	10	.....	25
40	25	25	25	40	.....	5	4½	5	50	70	4	8	.....	.....	25
25	24-40	30	30	40	.....	5	.....	4½	50	60	.....	5	10	.....	25
40	30	40	25	40	40	5	5	5	50	65	.....	5	10	25	.....
.....	20-60	25-40	40	30	25	5	.....	.....	50	60	.....	5	8	25	.....
25-50	.....	25-50	.....	25-40	.....	5	4½	4½	60	60	.....	5	10	.....	25
40-50	20-25	20-40	15-25	25-40	9-12½	40	4½	4	40	30-50	4-5	5-8	20-25	.....	15-20
.....	25-50	25-50	20	25	40	4½	.....	4	40	*1.00 60	.....	5	7	24	20
50	25	25	20	.....	40	4-4½	3½-4½	3½-4	40	65	6	6	.....	.....	16-20
25-40	.....	25-60	.....	.....	.....	.....	.....	.....	40	50	.....	5	7	25	20
60-75	25-40	25-50	15-25	40	40	4½	3½	4	30-40	*1-1.60	4	8	20-22	.....	16-18

\* Maple.

‡ Prices on coal oil advance of 2 cents per gallon.

THE COST OF LIVING

II.—RETAIL PRICES OF

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.											
			Flour.						Cornmeal.				Rice.	Beans.
			Wheat, super-fine.		Family, good.		Rye.		White.	Yellow.	Oatmeal.			
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Qt.	
ONTARIO.														
GROUP C.—LOCALITIES WITH A														
Alliston .....	1		5.00	65	3.75	50							5-7	8
Bradford .....	12		3.75	50	4.00	50							5	lb. 6
Drayton .....	47				3.80	50							5	10
Durham .....	48				4.00	50			3				5	lb. 5
Georgetown .....	54b		4.40	55	4.00	50				2 3/4	3	4-10	8-10	
Hespeler .....	93			53-55		53-55		3		3 1/2	4	5-7	lb. 5	
Ingersoll .....	86			50		45				3-4	3 1/2	5	lb. 3-5	
" .....	87		3.90	50	3.80	45				2 1/2	2 1/2	4 1/2	lb. 4	
" .....	88		3.75	50	3.75	50			3	3	3	5-9	5-10	
" .....	89		4.00	50									5	6
" .....	90			50		45							5	10
" .....	91			50		50				3	3		5	8
" .....	92		3.80	50									5	lb. 5
Kincardine .....	94		4.75	60		50							5-7	
Lucknow .....	130		4.50	65		55								lb. 5 1/2
Oakville .....	131		3.90	55	3.70	50				2 1/2	3	5		10
Orillia .....	132		4.25	54	4.00	50				3	4	5		9
Preston .....	148			53		50				3 1/2	4	5	lb. 5	
Simcoe .....	177		3.50-3.75	50	4.00-4.25	55-60				3	3	5		
Tacona .....	183		5.00	70	4.75	60	5.00	3				5	lb. 4	
Walkerville .....	190		4.00-4.25	55-60	3.75-4.00	50-55				2	2	4	5	8
" .....	191		4.00	50	3.85	50			2		4	5-7	10	
" .....	192		4.00	50	4.00	50						5	10	
Waterloo .....	193			53		50						5-8	lb. 3-5	
Wendover .....	194		4.00	50	3.50	45	3.00		1 1/2	1 1/2	3	4	lb. 5	
Warton .....	195			60		55				3	3 1/2	5	lb. 3 1/2	
" .....	196			90		55-60						5	lb. 5	
Yorkville .....	210		4.50	65	4.00	50	3.50	2	4	2	2 1/2	4	10	
MANITOBA.														
GROUP A.—LOCALITIES WITH A														
Brandon .....			4.65-4.80	65-70	4.25-4.50					3	3	5	5 lb.	
Winnipeg .....	1			60						4	4	7	5 lb.	
" .....	2			60								6 1/2	5 lb.	
" .....	3			65		60		3		3	4	7	6 lb.	
" .....	4								3	2	3	6	4 lb.	
" .....	5		4.40									6	5 lb.	
" .....	6		4.00	60	3.80	55						6	4 lb.	
" .....	7		4.50	65	4.00					2 1/2	3 1/2	5	4 lb.	
" .....	8		4.00-4.60	65-70	3.60				3	3	3 1/2	5	9-10	
" .....	9		4.00	60	3.70	50	4.00	2	2	2	3	6	5 lb.	
NORTH-WEST TERRITORIES.														
Calgary .....			2.50		2.35					4	4	8	6 lb.	

\* Green.    † Maple.

IN CANADA—Continued.

GROCERIES—Continued.

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.							Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.	Molasses.	Syrup.	Soap, common.	Starch.	American.	Canadian.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

POPULATION OF LESS THAN 5,000.

25-50	25	25-30	25	30-35	40-45	.....	.....	.....	40-50	50-65	5	8-10	28	22
20-60	.....	25-50	25	40	.....	5	4	.....	40-50	50-65	4	7-8	.....	20-25
35	25-35	25-30	30	40	12	.....	.....	.....	40	35	5	8	23-25	18-20
25-40	.....	25	25	40	.....	5	4 <sup>3</sup>	.....	48	55	5	7	23	.....
25-50	25	25-50	.....	40	.....	4 <sup>3</sup>	4	.....	40	50-60	5	8-10	25-27	20-22
25-50	.....	25-50	15	40	10-15	5	5	5	60	40	5	8	25	.....
25-60	.....	25-60	15	25-40	.....	5	4	5	40	75	5	8	20-25	16-21
25	.....	25	18-20	30	40	5	4	5	40	60	2 <sup>1</sup>	7 <sup>1</sup>	.....	20
25-50	.....	25-60	40	40	.....	4 <sup>1</sup>	3 <sup>1</sup> -4	4 <sup>1</sup>	40	50	5	8	25	20
25-50	.....	25-50	15-25	30-40	.....	.....	.....	.....	40-50	50-60	4-6	7-10	18-25	14-20
40	25	25	25	40	40	.....	5	.....	40	11.00	60	5	10	16-20
.....	.....	25	40	.....	.....	4 <sup>1</sup>	4	4 <sup>1</sup>	60	60	3 <sup>1</sup>	6	.....	20
30	.....	30	15	40	.....	4	3 <sup>3</sup>	.....	50	60	4	8	.....	18
.....	25-60	25-60	10-12	25-45	.....	4 <sup>3</sup>	3 <sup>3</sup> -4	4	40	60	2 <sup>1</sup>	3 <sup>1</sup>	8-10	23-25
25	25	25	40	50	40	4 <sup>3</sup>	4	4	45	55	4	10	.....	20
.....	35	35	20	40	40	5	4	.....	40	60	5 <sup>1</sup>	10	25-30	20-22
.....	25	25	40	.....	.....	4 <sup>1</sup>	4	.....	40	40	5	7	.....	20
35	35	30	15	35	30	4 <sup>1</sup>	.....	3 <sup>3</sup>	50	80	8	8	25	.....
25	.....	25	25	40	.....	5	4	.....	.....	.....	5	7	.....	25
25-60	.....	25-50	25	37 <sup>1</sup>	.....	.....	.....	45	60	60	5	8	25	.....
50	.....	25-50	25	35	40	5	4 <sup>1</sup>	4 <sup>3</sup>	40	60	5	8-10	.....	20
50	25	25-50	25-40	40	.....	5	4-5	38	50	50	5	7	24	.....
25 50	.....	25-50	20	40	.....	4 <sup>1</sup>	4	4 <sup>1</sup>	40	75	5	8	24	.....
.....	35-50	15-40	40	.....	.....	4 <sup>3</sup>	4	4	50	50-60	5	10	28-30	25
25	.....	25	30	35	.....	4	3 <sup>1</sup>	50	50	50	5	.....	.....	24
25-40	25	.....	25	40	*12 <sup>1</sup>	4 <sup>1</sup> -5	4-4 <sup>1</sup>	45	60-70	60	5	10	25	20
25	.....	25	40	40	.....	5	4	4	40	50	5	10	25	.....
25	40	25	28	30	20	4	3 <sup>1</sup>	3 <sup>1</sup>	40	50	3	5	.....	18

POPULATION OF 10,000 AND OVER.

35	35	25	40	.....	5	4 <sup>1</sup>	12 <sup>1</sup>	60	70	5	10	35	30	.....
25	40	40	25	.....	.....	5	5	.....	65	65	5	10	30	.....
.....	25-50	25-50	.....	40	.....	5	4 <sup>1</sup>	.....	60	55	6	8	30-35	.....
40	50	40	30	50	40	5	.....	.....	75-80	75	10	10	35	.....
25-50	.....	25-50	25-30	40	.....	5	4	.....	40	40	4	8	30	.....
25-50	.....	40	.....	.....	.....	5	.....	.....	35-40	.....	6	10	30	.....
.....	35	35	20	40	.....	5	4 <sup>5</sup>	.....	50	.....	5	10	30	.....
.....	40	35	15	40	40	5	5	5	60	60	4	8	30	.....
25-50	.....	25-50	20	40	30	5	4 <sup>1</sup>	4 <sup>1</sup>	50	60	6-7	8-10	30-35	.....
50	40	40	25	40	.....	5	4 <sup>1</sup>	.....	50	50	8	8	.....	30
35	40	40	35	40	.....	6 <sup>1</sup>	5 <sup>3</sup>	5 <sup>3</sup>	.....	75	5	12 <sup>1</sup>	50	.....

THE COST OF LIVING

II.—RETAIL PRICES OF

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans
			Wheat, super-fine.		Family, good.		Rye.	White.	Yellow.				
			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Qt.

BRITISH COLUMBIA.

GROUP A.—LOCALITIES WITH A

Vancouver .....	5.20	65	5.20	65	5.40	3	3	3	5	5	5
Victoria .....	5.25	75	5.25	75	5.40	3	3	3	4½	10	6-10

GROUP B.—LOCALITIES WITH A

Nanaimo.....	51	5.20	5.50	2½	3	4½	6	5 lb.
New Westminster..	50	4.75	65	2½	3	4½	5	5 lb.
"	53	4.25	6.00	3	3	4½	7	5 lb.
"	54	5.20	6.00	3	3	4½	7	5 lb.
"	55	4.80	60	5.40	3	3	6	5 lb.
"	56	5.20	5.20	3½	5	5	5	5 lb.

GROUP C.—LOCALITIES WITH A

Agassiz.....	1	5.00	5.50	6.00	3	3	3	3	8-10	6 lb.	
Alberni.....	2	6.00-6.40	5.00-5.40				3½	4½	6-7	5-8 lb.	
"	3	6.00	5.60				3½	4	4½	6 lb.	
Ashcroft.....	4	4.00-5.00	6.00			4	4	5	7	5 lb.	
"	5		5.50	75			4	5	7-9	5 lb.	
Athalmer.....	6	7.00							10	7 lb.	
Atlin.....	7	13-16.00	2-2.25	13-16.00	2-2.25	9	9	10	12	10 lb.	
"	8	18.00	2.50	18.00	2.50	10	10	8	12½	12½ lb.	
Cascade.....	9		6.25	80			4½	5	8	10 lb.	
Chilliwack.....	10	4.80	5.20				5	4½	5	5 lb.	
"	11	5.00	4.80					5	5	5 lb.	
Clinton.....	12	6.60-6.80	5.80			4½	4½	6	6-7	5 lb.	
Coutlee.....	13		90	75			6	5	8	5 lb.	
Cranbrook.....	14	5.90	80				4	4½	8½	5 lb.	
"	15	6.00	80	5.50	75	4	4	4½	6½	6 lb.	
"	16		80	70			4	4	5	10	
Creston.....	17	5.75				4½	4½	5	8	6 lb.	
Cumberland.....	18	5.75	6.00			5	6	5	6	5 lb.	
Deer Park.....	19		80							5-7 lb.	
Duncan's Station..	20	5.25	4.00			4	4	4	6	3½ lb.	
Erie.....	21	5.60-6.00	70-75	5.00-5.40	60-65					12	
Ferguson.....	22	7.50	1.00	7.50	1.00		5	6	10	7	
"	23	7.00	1.00			5	5	4	8	6 lb.	
Fernie.....	24	5.50-6.00	90					5	8	6 lb.	
"	25	5.00	75	5.10	70	6.00	3	3	4	7	6 lb.
Golden.....	26	5.50	75	5.00	65		3	3	4	6-10	5-10 lb.
Grand Forks.....	27	6.00							8	10	7 lb.
"	28					5-6	4-5	4-5		10-7	8 lb.
Grand Prairie.....	29							4½			5 lb.
Hope.....	30	6.00	75								
Howser.....	31	8.00	1.00				4		6	10-11	7 lb.
Kamloops.....	32	6.00	1.00		6.00			4	5	8	5 lb.

IN CANADA—Continued.

GROCERIES—Continued.

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.							Coal Oil.	
Black, Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.	Molasses.	Syrup.	Soap, Common.	Starch.	American.	Canadian.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gall.	Per Gall.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

POPULATION OF 10,000 AND OVER.

.....	40	40	40	40	35-40	7	5	10	.....	.....	5	10	40	.....
60	20-50	30-60	25	40	40	5½	5	5	50	75	75	6	10	42

POPULATION FROM 5,000 TO 10,000.

30	50	40	25	35	50	5½	4½	.....	35	50	5	9	.....	.....
35	.....	35	40	.....	.....	5-6	4	.....	75	75	5	8	40-50	.....
.....	35-50	35-50	25	40	.....	5	4½	.....	60	65	5	10	.....	.....
35-50	.....	.....	30	50	.....	6	4½	.....	65	75	6½	10	45	.....
35	25	35	20	.....	40	5	4½	.....	75-65	50	5	8	40	.....
35	35	40	.....	.....	25-40	5½	5	.....	.....	75	.....	10-15	50	.....

POPULATION OF LESS THAN 5,000.

40-50	.....	40-50	25-50	25-50	.....	6	5	4	75	75	6	10	50	.....
50	40	30	.....	40	.....	6	5½	.....	.....	50	6	12½	40	.....
50	25	40	.....	40	.....	6	5	.....	45	45	6	12½	50	.....
35	40	40	25	.....	50	6½	6	.....	1.00	80	7	12½	.....	.....
25	50	50	25	40	25	7	6	.....	1.00	1.00	8	12½	50	.....
50	.....	50	25	40	.....	.....	.....	.....	1.00	1.00	8	15	50	.....
50	60	60	40	50	50	10	10	.....	1.25	1.50	10	15	1.25	90
60	60	60	60	60	60	12½	11	12	1.75	1.75	12½	25	1.25	.....
.....	60	.....	.....	40	.....	7	6½	.....	1.00	*1.25	10	12½	30	.....
35	.....	40	.....	4	.....	5½	4½	.....	50	40	6	10	40	.....
.....	50	.....	.....	.....	.....	6	.....	.....	1.25	75	6	12½	50	.....
40-50	.....	20	.....	25-50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50	35	50	40-50	20-25	.....	.....	.....	.....	1.00	1.00	8	12½	50	.....
.....	50	.....	30	50	.....	.....	.....	.....	1.00	.....	14	15	68	.....
40	.....	40	25	40	50	6½	6	.....	.....	.....	6	10	50	.....
30-50	.....	30-60	.....	35	50	6½	6	.....	90	1.00-1.50	.....	12½	50	.....
40	.....	50	45	.....	.....	6	6	8	50	60	6	15	50	.....
30	60	50	25	25	50	6½	5½	.....	90	90	5	15	60	.....
40	50	50	40	40	.....	6	5	.....	75	1.00	6	10	.....	.....
40-60	.....	.....	25-35	.....	.....	.....	.....	.....	.....	.....	.....	15-20	60	.....
25	50	.....	40	40	25-35	5½	4½	.....	.....	75	8	8	40	.....
35	50	50	25	.....	50	.....	.....	.....	1.00	1.00	5	15	50	.....
50	.....	40	50	.....	.....	10	9	.....	1.60	1.00	.....	.....	75	.....
30-50	.....	30-50	25-50	.....	.....	7	6	.....	.....	.....	8	10	60	.....
30-50	.....	.....	25-50	.....	.....	8	5	.....	.....	.....	.....	.....	50	.....
35	40	40	25	45	40	6½	5½	5½	75	90	5	10	40	.....
25-50	.....	25-50	30-35	45-50	.....	6-6½	5-5½	.....	80-1.00	1.00-2.00	5-6	8-15	50-60	.....
50	.....	50	35	50	.....	.....	.....	.....	75-90	75-90	5	12½	60	.....
40-50	40-50	40-50	50	50	25	.....	.....	.....	.....	.....	8-10	.....	.....	.....
30-40	50	45	32	30-35	30	.....	.....	.....	1.00	.....	.....	12½	.....	.....
50	.....	50	45	.....	.....	.....	.....	.....	.....	70	.....	10	.....	.....
40	60	.....	30	.....	50	.....	.....	.....	1.10	*1.15	8	.....	.....	.....
.....	35-60	40-60	50	50	35	6	5-7	.....	1.00	1.25	6-12	8	40	.....

\*Maple.

†5 gallons, \$2.

‡\$7.50 per 100 lbs.

\$§7 per 100 lbs.

## THE COST OF LIVING

## II.—RETAIL PRICES OF

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.									
			Flour.					Cornmeal.				
			Wheat, super-fine.		Family, good.		Rye.	White.	Yellow.	Oatmeal.	Rice.	Beans.
BRITISH COLUMBIA —Con.			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Qt.

## GROUP C—LOCALITIES WITH A

Kamloops...	33	4.60-5.00	67	6.00	75	2	4½	4½	4½	4½	8	6 lb.
"	34	5.50		5.00					3½	5	6-8	5 lb.
Keefers	35	6.00	75	5.25	65	6.50	3½	3½	3½	5	6	5 lb.
Keithley Creek	36	18.00						10		10	15	10 lb.
Keremeos	83			6.00					5	3	5	5 lb.
Kuskonook	38	7.50	1.15	7.60	1.20			5	5	5	7	7 lb.
Lac LaHache	39								10	7	10	8 lb.
Ladysmith	40		70									
Langley Prairie	41	5.25	5.00						3½	4½	5-7	5 lb.
Lillooet	42	6.00	90						6	6	8	
"	43	6.00	75	7.70	1.00					6	7½	3 lb.
Lower Nicola	44	4.00	1.00	4.00	1.00		5	5	5	6	6	5 lb.
Lytton	45	5.00		4.00					4½	4	5	3½ lb.
Midway	47	6.00	90	5.50	75	7.00	4	4½	4½	5	8-10	6-7 lb.
"	48	6.00								8	8½	7 lb.
Moyie	49	6.00		6.00			5		4	5	8	6 lb.
"	50		80	5.50		6.00		5	5	5	8½	8½ lb.
New Denver	52	5.50					5	4	4	4½	8	6 lb.
Nicola Lake.	57			8.00							8	6 lb.
"	58	7.00	1.25	8.00	1.50			5	5	7	8	12
North Bend	59	5.25		5.00					3½	5	6	5 lb.
"	60	5.25-6.00										
Northfield	61	6.50-7.00										5 lb.
"	62			6.00								5 lb.
Paterson	63	6.00	75	6.00	75						8	5 lb.
Phoenix	64	6.00-6.50	85					3½	3½	4	8	7 lb.
Pilot Bay	65			5.00		6.50	4	3½	3½	5	8	6 lb.
Port Essington	66	5.00-6.00		4.50				4	4	5	4½-6	5-7 lb.
Port Haney	67	5.00		4.00-4.50					3	4½	6	12
Princeton	68	10.00	1.25					7	7	9	10	8
Quathiaski Cove	69	4.50-5.00		5.50-6.00					3	4½	6	5 lb.
Quesnel	70	4.00		5.00					10	7		12
Roseland	71	6.50		6.00		6.50		4	4	5	8	6
"	72	6.00	75	5.00	68	6.00	4	4	4	5	10	5 lb.
"	73	6.50	75		7.00			4	4	5	8	6 lb.
"	74	5.75-6.00	85				4				8½	6½ lb.
"	75	6.00-6.50	85-90	5.00-6.50	75-90	6-6.50	3½-4		4	5	8	5 lb.
"	76	6.00	90	6.00	90	6.00	5				10	6 lb.
"	77			6.00		6.00	3½	3½	3½	4	8	10
Sechett	78								5	5	6	4 lb.
Sicamous	79	5.00	1.35				3		5	4½	5-7	6 lb.
Sirdar	79	6.00-6.50	80-85	5.75-6.00	75					6	10	7 lb.
Slocan	80	6.00	80								8½	5-10 lb.
"	81			6.30			5		5	5	9	6 lb.
"	82	6.00	85						3	4	8	6 lb.
South Salt Springs	84	5.25		4.40							7	5 lb.
"	85	6.00		4.40						5		
Spence's Bridge	86	3.00		5.50							6-7	3-4 lb.
Squamish	87	5.50	75					3	3	5	5-8	5 lb.
Steveston	88	5.25		6.00							5-5½	5 lb.
Surrey Centre	89	5.50										18

\* Maple. † \$3.00 for 5 gallons. ‡ 4½ gallons \$2.00.



THE COST OF LIVING

II.—RETAIL PRICES OF

LOCALITY.	Reference No.	No. of Establishment.	ARTICLES.										
			Flour.						Cornmeal.		Oatmeal.	Rice.	Beans.
			Wheat, super-fine.	Family, good.		Rye.		White.	Yellow.				
BRITISH COLUMBIA- Con.			Per Barrel.	Per 25 lbs.	Per Barrel.	Per 25 lbs.	Per Barrel	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Qt.	

GROUP C.—LOCALITIES WITH A

Three Forks. ....	90		5.80	75	5.50	70	7.00	5	4	4	5	8	5 lb.
Trail .....	90 B		5.50						10	10	8	8	6 lb.
" .....	91		6.00	85	6.00	85		10	5	5	5	10	10
" .....	92		5.85	75	5.75	70	5.80	3	4	4	5	8	6 lb.
Ucluet .....	93											6	5
Vernon .....	94		4.80		4.00					4	3½	7½	5 lb.
" .....	95		5.00		4.00		5		4	4	4	6	10
Wasa .....	96		6.00	85	6.00	85			8		5	8	
Wellington .....	97		5.25-5.40				3.25					7	6 lb.
Winter Harbor .....	99				5.20						6		5 lb.

†Golden Drops.      \*Maple

of provision prices published in the *May Gazette*, so as to afford a basis of comparison between the prices obtaining in the different provinces of the Dominion, and at several points within the provinces. As in the previous article, the localities have been arranged alphabetically under three headings, group A comprising localities having a population of 10,000 and over, group B, localities with a population of from 5,000 to 10,000, and group C, localities with a population of less than 5,000.

Sources and Nature of Returns.

The statistics recorded in the tables comprise the entire body of information which the department received in response to its request for a statement of prices from retail dealers in groceries all over the Dominion, and do not include, with the exception of one series of returns, any of the schedules that may have been secured as a result of personal investigation by any

officer of the department. The exception in question has reference to the returns set in *italics*, which were prepared and forwarded to the department by the correspondents of the *Labour Gazette* in the several cities of the Dominion. The dealers referred to were asked to fill in on a blank schedule, prepared and forwarded by the department, a statement of the actual prices averaged during the past twelve months for the grade most in demand of the different articles named. The figures thus obtained have been transcribed exactly as received into the accompanying tables, no attempt being made to reconcile variations however wide between one schedule and another, the supervision of the department in this respect going no further than the selection of as reliable sources as possible from which to request the information. Where fluctuations on a marked scale in the prices of articles had been reported during the year, dealers were asked to record the lowest and highest selling rates

IN CANADA—Continued.

GROCERIES—Continued.

ARTICLES.														
Tea.			Coffee—Roasted.			Sugar.							Coal Oil.	
Black Oolong.	Other kinds.	Green.	Rio.	Java.	Other kinds.	Granulated.	Good Brown.	Coffee.	Molasses.	Syrup.	Soap, common.	Starch.	American.	Canadian.
Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Lb.	Per Gallon.	Per Gallon.	Per Lb.	Per Lb.	Per Gall.	Per Gall.

POPULATION OF LESS THAN 5,000.

35-40	40-60	40-50	25	45	30-35	6	5	...	85-1.00	1.50-1.00*	6	15	...	40
50	...	50	25	45	...	...	...	...	75	75	5	12½	50	...
60	60	50	50	50	50	7	6½	...	1.00	1.25	8	12½	50	...
50	50	50	30	50	50	7	6	5½	75	75	6	12½	50	...
25	50	...	20	40	50	6	5½	...	75-100	60	6	15	...	...
...	40-45	40	25	40	50	6	5½	...	80	75	8	10	47	...
35	45	40	25	50	...	6	5½	...	75	90	5	12½	...	40
35	...	35	30	50	...	7	6	...	85	85	10	12	45	...
40	...	...	30	33½	...	...	...	...	1.00	1.00	6	10	...	...
25-50	...	...	30-50	...	...	...	...	...	...	...	8	...	...	...

which had existed at any time for a period of more than one or two weeks duration. In cases, however, where accuracy was possible without resort to this expedient, a statement of average prices was requested. As stated in a previous article, it is the intention of the department, when publication of the various returns is completed, to present an analysis of the total result together with an article making comparison of cost of living in Canada and the United States.

LEGISLATION AFFECTING LABOUR IN THE PROVINCE OF QUEBEC, 1903.

THE Legislature of the Province of Quebec, which assembled for the session of 1903, in March, was prorogued on April 25, when the assent of the Lieutenant-Governor was given to some 240 measures. Among those of special interest to labour were the following :—

Bill No. 7: An Act to authorize the incorporation of Fishermen's Bait Associations.

Bill No. 8: An Act to amend the Quebec Trades Disputes Act.

Bill No. 9: An Act to amend the law respecting industrial establishments.

Bill No. 222: An Act to amend the law respecting masters and servants.

The Quebec Trade Disputes Act.

The amendment to the Quebec Trade Disputes Act consists of the insertion in the first section of the Act, in which the 'general provisions' of the law are set forth, of an article empowering the Registrar of Councils of Conciliation and of

Arbitration to adopt certain methods of procedure in the case of certain defined conditions arising out of industrial disputes. Where such a dispute is in existence, or apprehended, the registrar may, under the new provision, if requested in writing by at least five of the workmen involved, or by the employer, or by the mayor of the municipality in which the difference has arisen, visit the locality of the disturbance and endeavour to act as mediator between the parties. It is further provided that the registrar, on receiving information from any source whatever of the existence of an industrial dispute, may visit the locality in which the dispute has arisen without waiting for the request in writing to be made to him, the registrar to prepare a report of his proceedings in either case at once to the proper minister of the Cabinet. The registrar's duties, it is stated, in connection with his intervention in a trade dispute under the operation of this section of the Act, shall be to inquire into the causes and circumstances of the difference, to endeavour to prevail upon the parties to meet and settle their differences for themselves, or to submit their difference to a council of conciliation or arbitration before having recourse to a strike or lock-out.

The amendment went into force on the day of its sanction.

### **The Age Limit in Industrial Establishments.**

The amendment to the law respecting industrial establishments provides that the age of employees in such establishments as are not classified as 'dangerous, unwholesome or inconvenient,' shall be not less than thirteen years for boys and fourteen years for girls, the age limit for boys having been previously twelve years. The

limit for children in the above-mentioned 'dangerous, unwholesome or inconvenient' establishments remains at sixteen years for boys and eighteen years for girls, or women.

### **Protection of Professional Singers and Artists.**

The effect of the amendment to the Act respecting masters and servants is to extend the provisions of a portion of the law so as to include under the term of 'servants' professional singers and actors in the City of Montreal engaged by the day, week, month or season. The section of the law under which these classes of labour will be included is that providing a penalty not exceeding \$20 against masters or employers for misusage, or any ill-treatment of a servant.

### **Fishermen's Bait Associations.**

Bill No. 7 as passed by the legislature, is designed to furnish machinery to facilitate the incorporation of fishermen's bait associations. Twenty or more persons, it is enacted, may form themselves into such an association for the purpose of operating cold storage warehouses for bait and for trading in bait for fishing purposes. An agreement in due form having been filed in the office of the provincial secretary and 20 per cent of the subscribed capital having been paid up, Letters Patent may be issued under the new law for a charter constituting the association in question and making it a body corporate for the purposes named, no fee to be charged for any Letters Patent to be issued under the Act. The limitation of capital stock, composition of board of directors, procedure at the general meeting of the association and other similar details are fully provided for.

## **LABOUR CONDITIONS IN NEW SOUTH WALES.**

THE second annual report of the labour commissioners of New South Wales, for the year ended June 30, 1902,

contains a description of industrial conditions prevailing in that colony, and of the work accomplished by the State Labour

Bureau during the year. The drought, which has been prevalent over nearly the whole of Australia for so long, and which caused great injury to the industries of the state, throwing numbers of men out of employment and raising the prices of necessities to almost prohibitive figures, was the most prominent feature in the industrial situation, while the duties of the labour bureau are stated to consist mainly in procuring work for the unemployed and in alleviating the distress caused by poverty. The conclusion of the commissioners' report, wherein they indicate their conception of the task imposed upon them, is in this connection of interest. It runs: 'We declare that our work will not be done until every person willing to earn subsistence is afforded an opportunity to do so; and those others who will not, without compulsion, compelled either to earn that which they eat, or to betake themselves outside the borders of New South Wales.'

The report in relation to the work of the bureau may be divided as follows: Registration of the unemployed, and the collection and publishing of statistics relating to the labour market; means adopted for assisting the unemployed to obtain work; and recommendations for further legislation on behalf of the unemployed.

### Registration of Unemployed.

In connection with the New South Wales Labour Bureau, with which the board of commissioners is amalgamated, there are two registration offices at Sydney, one for men and the other for women, and forty others in as many industrial centres of the colony. In addition to these, there are two registration offices at Sydney conducted by the State Labour Board, an institution established in January, 1902, for the purpose of regulating employment of men required on public works. One of these latter offices is for the benefit of trade unionists only.

With a view to distinguish between the different capacities and merits of applicants for work, the labour bureau divides them

into the following classes, according to their merits and qualifications:—

A. Professional and clerical, sub-divided into C1, C2 and C3.

B. Artisans and mechanics, sub-divided into C1, C2 and C3.

C1. First grade labourers.

C2. Second grade labourers.

C3. Third grade labourers.

### Labour Statistics.

During the year ended June 30, 1902, there were registered at the Sydney office of the Bureau of Labour, 3,634 persons, at the country branches, 1,252, and at the offices of the State Labour Board, 5,613. Only the statistics of those registering with the labour bureau have been fully analysed. Three-fourths of those who registered in the clerical and mechanical divisions stated their willingness to accept labouring work, if other work was not obtainable. Of the labourers who applied, 12 per cent were in the first grade, 72½ per cent in the second, and more than 15 per cent in the third grade, who were only fit for very light work.

### Means of Assisting the Unemployed.

In providing work for the unemployed, the rule is to take them in rotation, according to the order of their names on the register. If the situation happens to be in the country, the government gives the men reduced rates on the railway at three-fourths of the ordinary fare, and advances money in payment of them. Tents and blankets are also supplied at cost price when required. The cost of all fares and goods, with half-pay orders for wives or other relatives, is deducted from the men's earnings. A certain amount is lost by the government through failure of the men to refund the advances. In three years, from 1899 to 1902, the sum of £11,677 19s. 2d., has been loaned, of which £8,189. 4s. 10d. has been returned, leaving £2,488. 14s. 4d. still outstanding. In the ten years of the bureau's existence there was a loss of £57,985. 16s. 11d. By greater care in ascertaining the bona fides of applicants for advances and in collecting their debts, the

annual loss has been greatly reduced. In urgent cases of distress, special orders for employment on government works are issued, each order being good for three or six days' work.

For those who are too weak from old age or ill health to earn a living, a labour depôt has been established near Sydney, where they may obtain two meals and a bed by doing light work for three hours a day. During the year, 1901-02, some 209 were admitted to the depôt as residents, and 109 given temporary shelter as casuals. The bureau also conducts a casual labour farm, and a free night shelter for destitute and homeless men, both of which have proved to be of great benefit to the poor.

### Recommendations of the Commissioners.

The commissioners in their report make a number of recommendations for the solution of the problem of the unemployed. The most important ones are in connection with industrial farms. They advise the establishment of three classes of farms, one for those who are able and willing to work, a compulsory labour colony for vagrants, and industrial farms for inebriates. They also recommend that the government should assist deserving settlers from the industrial farms to obtain homes of their own by leasing to them suitable Crown lands, and advancing the necessary funds to enable them to undertake agricultural labour on their own account.

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## THE IMMIGRATION AND COLONIZATION MOVEMENT.

THE month of May witnessed few new developments in the immigration movement, the unprecedented proportions reached in March and April being continued on a scale relatively as extensive. Although accurate returns were not obtainable on the closing day of the month, the almost daily arrival of steamships from British and other European ports with full bookings of immigrants, often running into the thousands, was evidence of the general nature of the movement. The quality of the immigrants also continued during May to be distinctly superior to that of previous years, with enough money to purchase their own farms in a few years' time, but for the present intending to work with farmers in order to get a practical insight into farming methods as followed in this country. While the majority of these went through directly to western Canada, with the intention of settling in Manitoba or the Territories, a considerable number remained in Ontario and Quebec, and in the former province materially relieved in some localities the stringency prevailing in the market for farm labour, positions and free transportation to the points where they were needed being promised by the

Ontario government, while a refund was secured on the western tickets of the colonists. Many of these will proceed later to the west, but prefer, in the meantime, to take advantage of the position of the labour market in Ontario at a time when the influx into the west has had a tendency to lessen the demand for general labour there. The artisan classes were also prominent among those who preferred to take up their location in the older provinces, agriculturists and domestics alone being canvassed by the immigration office in London for settlement in the west. The transportation of the immigrants constituted an important problem of the month for the railway and steamship companies, and some complaints as to the overcrowding of passengers on steamships, and as to delays and unsuitable sleeping accommodation on the railways, were reported.

A feature of the past month, as in March and April, was the high proportion reached by the number of British immigrants as compared with those from continental Europe. The movement of repatriated Canadians was also reported as one of considerable promise, and as affecting in particular the newly opened districts of New Ontario. A number of arrivals of Aus-

tralian colonists for settlement on farms in the Canadian west was reported at Vancouver. Inquiries on the subject, according to the Canadian Trade Commissioner in Australia, were very frequent.

The Barr Colony.

During May considerable progress was reported in the work of settling the colony of British immigrants brought out under the leadership of the Rev. I. N. Barr on the lands allotted to the westward of Saskatoon. On the 1st of May the first contingent of the party arrived at its location on the Saskatchewan, the balance being scattered at various stages of the advance over a distance of 180 miles between that point and Saskatoon. On the whole the journey across the prairie, though accompanied with many difficulties, was satisfactorily covered, and was the means of bringing into prominence many characteristics of endurance and resource among the colonists. A number, however, had previously abandoned the original design of settling on the Saskatchewan and engaged in railway construction or lumbering, or had commenced as settlers or farm labourers in other districts. The work of re-surveying and of locating on the allotment was begun immediately, the scarcity of lumber proving one of the most serious difficulties to be encountered. The land chosen is undulating, and the soil of a rich sandy loam, with clay subsoil, ravines running in the direction of the river affording a natural drainage.

The difficulties with regard to the leadership of the colonists reached their culmination shortly after the middle of the month, when the resignation of Mr. Barr was accepted, and the Rev. Mr. Lloyd appointed to succeed him. In reply to the request of the colonists for the appointment of a government commission, the government promised assistance in every possible way, and placed the immigration agent in the locality at the disposal of the settlers for consultation.

Immigration Returns for April.

According to a statement supplied by courtesy of the Department of the Interior, 21,549 immigrants arrived in Canada during the month of April, bringing the total number of arrivals since January 1 up to 40,967. The arrivals during March were 13,253, so that a substantial increase in the volume of the movement has taken place since the previous month. Of the April arrivals, 6,144 were English, 1,877 Scotch and 275 Irish. Some 7,030 were reported from the United States via Winnipeg, and 330 were registered as returned Canadians, of which there have been 893 reported since the beginning of the year. Of the immigrants arriving from continental Europe, the following are the chief by nationalities:—Galicians, 1,270; Russians, 1,040; Italians, 809; Hungarians, 461; Swedish, 349, and Germans, 340. The total arrivals in 1902, up to May 1, were 22,482, as against 40,967 mentioned above, and in 1901, 13,393. British immigrants during the first four months of 1901 were 3,347, in 1902, 5,186, and in the present year 16,457, or a gain of 13,110, as compared with 1901.

Homestead Entries for April.

The following statement, published by courtesy of the Department of the Interior, shows the number of homestead entries, according to the various agencies, made during the month of April, 1903, as compared with April, 1902 :—

Agency.	1903.	1902.	Increase.	Decrease.
Alameda.....	185	301	.....	116
Battleford.....	116	44	72	
Brandon.....	51	77	.....	26
Calgary.....	373	250	123	
Dauphin.....	39	67	.....	28
Edmonton.....	465	321	144	
Kamloops.....	7	8	.....	1
Lethbridge.....	248	137	111	
Minnedosa.....	51	54	.....	3
New Westminster	3	1	2	
Prince Albert...	388	135	253	
Regina.....	1,273	288	985	
Red Deer.....	216	170	46	
Winnipeg.....	159	95	64	
Yorkton.....	2,204	130	2,074	
Total .....	5,778	2,078	3,874	174

It will be seen that the net increase in the number of entries during the month was 3,700.

The statement of entries made for the various months of the present year to date is as follows:—

Month.	1903.	1902.	Increase.
January . . . . .	1,109	809	300
February . . . . .	1,165	928	237
March . . . . .	2,325	1,207	1,118
April . . . . .	5,778	2,078	3,700
May . . . . .			
June . . . . .			
Total . . . . .	10,377	5,022	5,355

### Nationalities of Homesteaders.

The nationalities of homesteaders, as reported by the several agencies of the Department of the Interior in Manitoba, the North-west Territories and British Columbia, during the month of April, 1903, were as follows:—

Nationalities.	Number of Entries.
Canadians from Ontario . . . . .	527
" Quebec . . . . .	122
" Nova Scotia . . . . .	30
" New Brunswick . . . . .	16
" Prince Edward Island . . . . .	8
" Manitoba . . . . .	182
" North-west Territories . . . . .	81
" British Columbia . . . . .	13
Persons who had previous entry . . . . .	190
Canadians returned from United States . . . . .	96
Americans . . . . .	1,525
Newfoundlanders . . . . .	1
English . . . . .	376
Scotch . . . . .	119
Irish . . . . .	57
French . . . . .	55
Belgians . . . . .	6
Roumanians . . . . .	21
Germans . . . . .	136
Austro-Hungarians . . . . .	339
Danes (other than Icelanders) . . . . .	2
Icelanders . . . . .	24
Swedo-Norwegians . . . . .	64
Russians (other than Mennonites and Doukhobors) . . . . .	47
Mennonites . . . . .	4
Doukhobors . . . . .	1,732
Chinese . . . . .	1
Spaniards . . . . .	1
Turks . . . . .	2
Persians . . . . .	1
Total . . . . .	5,778

The 5,778 entries above represent a population of 17,195 souls.

Of the total number of entries made during April by persons coming from the United States into Canada, 487 were from Minnesota, 454 from Dakota, 103 from Wisconsin, 85 from Iowa, 62 from Utah, 51 from Michigan and Nebraska, and 42 from Montana.

### Lands Patented in April.

The following is an abstract of letters patent covering Dominion lands situated in Manitoba, the North-west Territories, British Columbia and the Yukon Territory, issued from the Department of the Interior during the month of April, 1903:

Nature of Grant.	Number of Patents.	Number of Acres.
British Columbia homesteads . . . . .	16	2,201·00
British Columbia sales . . . . .	3	468·30
Coal lands sales . . . . .	1	32·00
Commutation grants . . . . .	1	34·20
Homesteads . . . . .	393	62,108·17
Hudson's Bay Co. . . . .	2	1,926·70
Military homesteads . . . . .	1	320·00
Mineral rights . . . . .	3	320·00
North-west Half-breed grants . . . . .	46	12,498·73
Parish sales . . . . .	1	180·50
Railways—		
Calgary and Edmonton Ry Co. . . . .	1	320·00
Canadian Northern Ry. Co. . . . .	1	11·44
Canadian Pacific Ry. grants . . . . .	137	201,396·93
Canadian Pacific Ry. roadbed and station grounds . . . . .	7	227·15
Manitoba North-western Ry. . . . .	1	154·03
Manitoba South-western Col. Ry. Co. . . . .	24	5,182·63
Qu'Appelle, Long Lake and Saskatchewan Rd. and S. Co. . . . .	27	23,164·66
Sales . . . . .	23	3,605·00
School Land sales . . . . .	8	1,004·82
Special grants . . . . .	5	114·94
Yukon Territory sales . . . . .	4	464·14
Total . . . . .	605	315,735·34

## DISTURBANCES TO INDUSTRY DURING THE MONTH.

**Rock Slide at Frank, Alta.**

The disaster which occurred at Frank, about 4.30 o'clock on the morning of April 29, was caused by a slide of rock from the top of Turtle Mountain, which overhangs the town at a height of between 3,000 and 4,000 feet above its level, and the mines of which form the leading industry of the place. Millions of tons of rock were detached from the mountain and rolled down into the valley, burying it in places to a depth of 100 feet, and covering about two miles square. The dead, as reported to the Department of the Interior, numbered 62. There were, in addition, several injured. Of the killed about one-third were miners, and the balance ranchers, merchants, liverymen, engineers, labourers and others. Six dwellings were totally destroyed and one partially ruined. The coal mines of the mountain, as above stated, constitute the leading industry of the place, and were reported at the end of the month as having suffered severely from the slide, a large amount of new machinery recently installed near the tunnel mouth of one company being destroyed. A number of miners were entombed, but managed, with the exception of two, to cut their way out of the debris.

Immediately on receipt of the news of the disaster the Department of the Interior took action in order to render assistance in the protection of life and property, and a number of officers of the Department and of Mounted Police were ordered to proceed at once to the spot. The Premier of the North-west Territories also went to the place and gave his personal attention to the relief of the distressed. The fear of further slides caused the town to be completely deserted within a few days. Later, however, a statement issued by the Premier of the Territories to the effect that further slides of a serious character might not occur, and that the town was therefore open for re-occupation, led a number of people to return. Nine days later, however, it

was found necessary to again vacate the town, the Premier having posted notices to that effect. This was in response to information with regard to rock movements supplied by expert authorities who had been sent immediately to report upon the situation by the Geological Survey Department of Canada. The final report of the officers of the Survey had not been issued at the end of the month.

**The St. Hyacinthe, Que., Fire.**

The fire which took place in St. Hyacinthe on May 20, was confined to the lower and manufacturing portion of the city, and wrought its chief damage among factories and dwellings, having been beyond the control of the firemen for nearly eight hours. It began in the boot and shoe factory of Coté & Brothers, an establishment valued at about \$75,000, and spread rapidly until an area of fully one square mile had been burned over. In the neighbourhood of 350 structures were destroyed, including dwellings, factories, hotels, schools and other buildings, and 2,000 people were rendered homeless. From an industrial standpoint, the number of manufacturing concerns destroyed was a prominent feature of this disaster. Among the more prominent of these were the following:—The boot and shoe factory of Coté & Brothers, employing from 175 to 225 hands and paying from \$1,000 to \$1,500 in wages weekly. The firm expects to rebuild immediately, and the employees in the meantime have for the most part found work elsewhere in the boot and shoe factories of Montreal and in the flour mill belonging to the same company. Augustin & Hudson's machine shop was also burnt, the loss being \$25,000, and 30 employees being affected. The foundry of Dussault & Lamoureux, employing 13 hands the year round, was consumed though the company at once began the work of rebuilding and retained its employees. The foundries of L. G. Bedard & Hamel and Desautels machine shops were swept away; the latter, however, had gone

out of operation, the company having moved to Haverhill, Mass. The city school-house, under the control of the Brothers of the Sacred Heart, and the Girouard Academy, were also burnt, the last being valued at \$30,000. A larger piece of land will be purchased for this building, so that future danger from fires will be minimized. In all it is estimated that 400 men were thrown out of employment by the St. Hyacinthe fire, though nearly all of them found almost immediate occupation. In addition 500 scholars and 15 teachers were left without school accommodation. The city council met on the evening of the disaster and appointed special committees to arrange for the assistance of sufferers from the fire. By the 24th of May collections effected through this agency amounted to \$4,157.35. Many of the families burnt out are building temporary shelters pending the decision of the city council as to the disposition of the burnt area.

#### The Ottawa Fire.

The fire which occurred at Ottawa on Sunday, the 10th of May, also falls to be enumerated as a serious industrial disturb-

ance of the month. Some 200 buildings were destroyed, and as many families rendered homeless. In addition a quantity of lumber, estimated at 10,000,000 feet, was consumed. The fire occurred in the residential portion of the city, but the prominent part played by the lumber piles in adding to the extent of the conflagration, affected the industrial aspect of the case, it having been resolved by the city council since the occurrence of the disaster to prohibit the piling of lumber within the corporation limits. A grant for the relief of the sufferers was voted by the city council, and at the end of the month 262 householders had been assisted out of the provision thus made, while other than householders were being aided out of subscriptions received.

#### Forest and Other Fires.

The extremely dry weather during the month caused a number of forest fires at different points throughout Canada. Certain districts of Ontario, Quebec and New Brunswick suffered particularly in this way and in some instances a number of small villages were threatened.

## LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

### V. BRITISH COLUMBIA.

THE present article, which deals with the growth and present position of labour organization in the province of British Columbia, is the final article of the series begun in the September, 1902, issue of the *Labour Gazette*, and continued in the October, December, February and May numbers. (\*) A complete explanation has been given in connection with the previous articles as to the manner in which

the accompanying tables were prepared, and of the special investigation on the part of the department of which they form a part of the result. In the descriptive tables, as before pointed out, an attempt is made to show the extent and nature of labour organization as it existed in Canada up to the date of the first article of the series in September last, while the statistical tables are designed to illustrate the general progress of the movement for the formation of trade unions in Canada from the earliest time.

(\*) The articles in the September and October issues covered New Brunswick, Nova Scotia, Prince Edward Island and Quebec. The Province of Ontario was treated in the December and February numbers, and Manitoba and the North-west Territories in the May issue.

As in the previous articles, the organizations are enumerated in the descriptive

table according to localities and provinces, the former being arranged alphabetically and the latter in the order of their geographical position from east to west. This arrangement shows the trade organizations in each locality, the number of organizations in each trade, the number in particular groups of trades, and the total number of organizations for each locality. The statistical tables illustrate the growth of organizations by provinces and by classes of trades. The difficulty of securing information in some instances as to such particulars as the dates of formation of organizations, accounts in part for the fact that the number of unions appearing in the statistical table has been uniformly less than those reported in the descriptive tables. Thus in the tables attached to the present article, a total number of 161 organizations in British Columbia appear in the descriptive tables, while only 150 are reported in the statistical tables. It is thought, nevertheless, that the discrepancy is not sufficiently vital to seriously impair the general value and significance of the tables in question. It should be borne in mind, of course, that the statistics of the present article were collected several months ago, and have not been amplified by the addition of unions reported as having been formed since that date, it having been thought better to base the several articles of the present series on a common investigation and with reference to a common point of time.

### **The Present Status of Labour Organizations in British Columbia.**

As will be seen from the descriptive tables the cities of Vancouver and Victoria head the list in regard to the number of labour organizations reporting to the department, the former with 42 and the latter with 24 unions; Nelson with 20, Rossland, Greenwood and Kamloops with, 7 each, Nanaimo and Phoenix with 6 each, and New Westminster and Cranbrook with 5 each, being the localities of next importance in the province from the standpoint of

numbers of labour organizations. Among the different classes of trades it is difficult to specify those which have been chiefly characterized by activity in organization throughout the province as a whole. In Vancouver there were 9 unions reported in the building trades, 9 in the metal and ship-building trades, 7 in the transport branches and 3 in the printing trades, none of the other trades, with the exception of the wood-working and general labour branches, having more than one union. In Victoria the metal and transport branches stand first with 7 unions each, the building trades second with 5, and the printing trades third with 2. The other cases in which more than one labour organization is reported for a single branch of trades are comparatively infrequent. At Nelson there are 6 organizations in the building trades, and at Kamloops and Cranbrook the transport branches have 5 and 4 organizations respectively. At Nelson and at Revelstoke there are 2 unions of the transport trades, and at Rossland 2 in the building trades. These were the only cases, as shown by the returns of the investigation of last summer, of more than one union being reported in any one branch of the trades in British Columbia. It will be seen from this and other details included in the descriptive tables that the transport trades with 37, the building trades with 35, the mining industry with 22, the metal trades with 19, and the fishing industry with 6 unions, are the most prominent in British Columbia from the point of view of activity in organization.

### **Growth of Labour Organization in British Columbia.**

It appears in the statistical table that at least one union was reported as having been founded in British Columbia as far back as the year 1862. This was a Shipwrights and Caulkers' Association, organized at Victoria, B.C., and at present working under a charter from the Dominion Trades and Labour Congress. From that date until the year 1884 no record of any

union being formed in British Columbia was reported to the department. In 1887 two unions were formed, and in 1888 five, the lead being taken in these years by the transport branches. In 1890, however, three of the seven unions formed were in the building trades. From that date on the record of the growth of labour organizations in British Columbia will be sufficient-

ly indicated in the table, the years 1898 with 10, 1899 with 28, 1900 with 22, 1901 with 39, 1902, up to the conclusion of the department inquiry with 14, being the chief years of activity in this connection. From the statistical tables the returns by the various branches of trade are different from those of the descriptive tables, the transport branch with 26, the building

LABOUR ORGANIZATIONS IN CANADA,—

TABLE ILLUSTRATIVE OF THE GROWTH OF LABOUR ORGANIZATIONS

Classified group of Trades.	Province.	Year in which									
		1860	61	62	63	64	65	66	67	68	69
Building .....	British Columbia.....										
Metal, Engineering and shipbuilding. ....	" .....			1							
Woodworking and furnishing.....	" .....										
Printing .....	" .....										
Clothing .....	" .....										
Food preparations .....	" .....										
Tobacco .....	" .....										
Mining and quarrying .....	" .....										
Transport.....	" .....										
Fishing .....	" .....										
Employees of public authorities.....	" .....										
Brewery workers.....	" .....										
Hotel and restaurant employees.....	" .....										
Barbers.....	" .....										
Laundry workers .....	" .....										
Clerks. ....	" .....										
Musicians.....	" .....										
General labour.....	" .....										
Total number of organizations (B.C.).....				1							

trades with 22, the mining branches with 21, metal trades with 18 and the printing trades with 10, being the leading branches from which reports were obtained.

Supplementary Statement.

In the July issue of the *Gazette* a table will be published showing the total number of unions, according to localities and

branches of trades, reported to the department up to the end of the present fiscal year. This will include both those unions which appear in the compilation on which the present series of articles has been based, and those which have been, or may be reported to the department up to that date, Account will, of course, be taken in this statement of such unions as may have gone out of existence in the interim.

ITS GROWTH AND PRESENT POSITION.

DEPARTMENT OF LABOUR, CANADA.  
L. O. STATISTICAL TABLES, SERIES B, No. 5.

IN THE PROVINCE OF BRITISH COLUMBIA.

Organizations were formed.																																Total number in group in Province.		
1870	71	72	73	74	75	76	77	78	79	1880	81	82	83	84	85	86	87	88	89	1890	91	92	93	94	95	96	97	98	99	1900	01	02		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	1	1	3	..	..	..	..	..	1	1	2	2	4	5	2	2	22
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	1	1	1	..	..	..	1	1	1	3	4	3	1	18	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	2	1	..	3	
..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	1	1	2	3	..	1	..	10		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	1	1	..	1	1	..	6		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	1	..	1	2		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	1	1	..	1	..	2	..	5		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	1	1	..	1	1	..	1	..	1	1	1	1	1	1	21	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	2	..	..	1	1	..	1	..	..	2	3	1	9	1	26		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	5	8		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	2	5		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	2	..	4		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	5		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	2	1	2		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	4		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	2		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	4	1	6	
..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	1	2	5	2	7	1	2	1	1	1	2	3	6	10	28	22	39	14	150	

DEPARTMENT OF LABOUR, CANADA,  
L. O. STATISTICAL TABLES, SERIES A., No. 5.

LABOUR ORGANIZATION IN CANADA—ITS GROWTH AND PRESENT POSITION.

TABLE SHOWING NATURE AND EXTENT OF ORGANIZED LABOUR IN THE PROVINCE OF BRITISH COLUMBIA ON JULY 31, 1902.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
BRITISH COLUMBIA—				
Ashcroft.....	<i>Transport</i> .....		1	
	Railway trackmen.....	1		1
Bristol Bay.....	<i>Fishing</i> .....		1	
	Fishermen.....	1		1
Camp McKinney.....	<i>Mining</i> .....		1	
	Miners.....	1		1
Canoe Pass.....	<i>Fishing</i> .....		1	
	Fishermen.....	1		1
Cowichan.....	<i>Fishing</i> .....		1	
	Fishermen.....	1		1
Cranbrook.....	<i>Transport</i> .....		4	
	Railroad conductors.....	1		
	Railroad trainmen.....	1		
	Railroad carmen.....	1		
	Railway trackmen.....	1		
Eburne.....	<i>Fishing</i> .....		1	
	Fishermen.....	1		1
Eholt.....	<i>Transport</i> .....		1	
	Railroad trackmen.....	1		1
Extension.....	<i>Mining</i> .....		1	
	Miners.....	1		1
Fernie.....	<i>Building</i> .....		1	
	Carpenters and joiners.....	1		
	<i>Mining</i> .....		1	
	Miners.....	1		2
Golden.....	<i>Transport</i> .....		1	
	Railroad trackmen.....	1		1
Grand Forks..	<i>General</i> .....		1	
	Federal Labour Union.....	1		1
Greenwood.....	<i>Building</i> .....		1	
	Carpenters and joiners.....	1		
	<i>Printing</i> .....		1	
	Printers.....	1		
	<i>Clothing</i> .....		1	
	Tailors.....	1		
	<i>Mining</i> .....		1	
	Miners.....	1		
	<i>Hotel and Restaurant Employees</i> .....		1	
	Waiters and bartenders.....	1		
	<i>Barbers</i> .....		1	
	Barbers.....	1		1
	<i>Clerks</i> .....		1	
	Clerks.....	1		7
Kamloops.....	<i>Tobacco</i> .....		1	
	Cigar makers.....	1		
	<i>Mining</i> .....		1	
	Miners.....	1		
	<i>Transport</i> .....		5	
	Railroad conductors.....	1		
	Locomotive engineers.....	1		
	Locomotive firemen.....	1		
	Railroad telegraphers.....	1		
	Railroad trainmen.....	1		
	<i>General Labour</i> .....		1	
	Federal Labour.....	1		8

## LABOUR ORGANIZATION IN CANADA.—Continued.

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
BRITISH COLUMBIA—Con.				
Kalzo.....	<i>Mining</i> .....		1	
	Miners.....	1		
Kimberley.....	<i>Mining</i> .....		1	
	Miners.....	1		1
Ladysmith.....	<i>Mining</i> .....		1	
	Miners.....	1		1
Mitchel.....	<i>Mining</i> .....		1	
	Mines.....	1		1
Mission City..	<i>Transport</i> .....		1	
	Railway trackmen.....	1		1
Moyie.....	<i>Mining</i> .....		1	
	Miners.....	1		1
Nanaimo.....	<i>Metal, Engineering and Shipbuilding</i> .....		1	
	Blacksmiths.....	1		
	<i>Printing</i> .....		1	
	Printers.....	1		
	<i>Clothing</i> .....		1	
	Tailors.....	1		
	<i>Mining</i> .....		1	
	Miners.....	1		
	<i>Transport</i> .....		1	
	Teamsters.....	1		
	<i>General Labour</i> .....		1	
	Mechanics and Labourers' Association.....	1		6
Nelson.....	<i>Building</i> .....		6	
	Bricklayers and masons.....	1		
	Carpenters and joiners.....	1		
	Painters and decorators.....	1		
	Plasterers.....	1		
	Plumbers, gas and steamfitters.....	1		
	Stone cutters.....	1		
	Sheet metal workers.....	1		
	<i>Woodworking</i> .....		1	
	Carmen.....	1		
	<i>Printing</i> .....		1	
	Printers.....	1		
	<i>Clothing</i> .....		1	
	Tailors.....	1		10
Nelson.....	<i>Tobacco</i> .....		1	
	Cigar makers.....	1		
	<i>Mining</i> .....		1	
	Miners.....	1		
	<i>Hotel and Restaurant Employees</i> .....		1	
	Culinary employees' protective association.....	1		
	<i>Transport</i> .....		2	
	Railroad trainmen.....	1		
	Railroad trackmen.....	1		
	<i>Barbers</i> .....		1	
	Barbers.....	1		
	<i>Laundry Workers</i> .....		1	
	Laundry workers.....	1		
	<i>Clerks</i> .....		1	
	Clerks.....	1		
	<i>Musicians</i> .....		1	
	Musicians.....	1		
	<i>General Labour</i> .....		1	
	Labourers.....	1		20
New Denver.....	<i>Mining</i> .....		1	
	Miners.....	1		1
New Westminster.....	<i>Printing</i> .....		1	
	Printers.....	1		

LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
BRITISH COLUMBIA— <i>Con.</i>				
	<i>Metal, Engineering and Shipbuilding</i> .....		1	
	Electric workers.....	1		
	<i>Tobacco</i> .....		1	
	Cigar makers .....	1		
	<i>Fishing</i> .....		1	
	Fishermen.....	1		
	<i>Transport</i> .....		1	
	Street railway employees .....	1		5
Phoenix .....	<i>Building</i> .....		1	
	Carpenters and joiners .....	1		
	<i>Mining</i> .....		1	
	Miners.....	1		
	<i>Hotel and Restaurant Employees</i> .....		1	
	Waiters and bartenders.....	1		
	<i>Barbers</i> .....		1	
	Barbers.....	1		
	<i>Clerks</i> .....		1	
	Clerks.....	1		
	<i>General Labour</i> .....		1	
	Federal labour.....	1		6
Port Simpson.....	<i>Fishing</i> .....		1	
	Fishermen .....	1		1
Revelstoke.....	<i>Metal Engineering and Shipbuilding</i> .....		1	
	Machinists and engineers.....	1		
	<i>Transport</i> .....		2	
	Railroad trainmen .....	1		
	Railway trackmen.....	1		3
Roger's Pass.....	<i>Transport</i> .....		1	
	Railway trackmen .....	1		1
Roseberry .....	<i>Transport</i> .....		1	
	Railway trackmen .....	1		1
Rossland.....	<i>Building</i> .....		2	
	Carpenters and joiners .....	1		
	Painters and decorators .....	1		
	<i>Printing</i> .....		1	
	Printers.....	1		
	<i>Clothing</i> .....		1	
	Tailors.....	1		
	<i>Mining</i> .....		1	
	Miners .....	1		
	<i>Barbers</i> .....		1	
	Barbers .....	1		7
Sandon.....	<i>Mining</i> .....		1	
	Miners .....	1		1
Shuswap.....	<i>Transport</i> .....		1	
	Railway trackmen.....	1		1
Silverton.....	<i>Mining</i> .....		1	
	Miners.....	1		1
Slocan City.....	<i>Mining</i> .....		1	
	Miners.....	1		1
South Wellington.....	<i>Mining</i> .....		1	
	Miners.....	1		1
Texada.....	<i>Mining</i> .....		1	
	Miners .....	1		1
Trail, B.C.....	<i>Transport</i> .....		1	
	Railway carmen.....	1		1
Vancouver.....	<i>Building</i> .....		9	
	Bricklayers and masons .....	1		
	Carpenter and joiner .....	3		
	Painters and decorators .....	1		
	Plasterers .....	1		

LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Class and Kind of Organization.	Number of Organisations in Trade or Calling.	Number of Organisations in Class.	Total Number of Organi- zations in Locality.
BRITISH COLUMBIA— <i>Con.</i> Vancouver— <i>Con.</i> . . . . .	Plumbers, gas and steamfitters . . . . .	1	1	9
	Stone cutters . . . . .	1	1	
	Builders' labourers . . . . .	1	1	
	<i>Metal, Engineering and Shipbuilding</i> . . . . .	1	9	
	Iron moulders . . . . .	1	1	
	Machinists and engineers . . . . .	1	1	
	Engineers . . . . .	1	1	
	Electrical workers . . . . .	1	1	
	Blacksmiths . . . . .	1	1	
	Boiler makers . . . . .	1	1	
	Shipbuilders and caulkers . . . . .	2	2	
	Tool sharpeners . . . . .	1	1	
	<i>Woodworking</i> . . . . .	1	2	
	Woodworkers . . . . .	1	1	
	Carmen . . . . .	1	1	
	<i>Printing</i> . . . . .	1	3	
	Printers . . . . .	1	1	
	Pressmen . . . . .	1	1	
	Bookbinders . . . . .	1	1	
	<i>Clothing</i> . . . . .	1	1	
	Tailors . . . . .	1	1	
	<i>Food Preparation</i> . . . . .	1	1	
	Bakers and confectioners . . . . .	1	1	
	<i>Tobacco</i> . . . . .	1	1	
	Cigar makers . . . . .	1	1	
	<i>Fishing</i> . . . . .	1	1	
	Fishermen . . . . .	1	1	
	<i>Employees of Public Authorities</i> . . . . .	1	1	
	Letter carriers . . . . .	1	1	
	<i>Hotel and Restaurant Employees</i> . . . . .	1	1	
	Waiters and Bartenders . . . . .	1	1	
	<i>Transport</i> . . . . .	1	7	
	Railroad trainmen . . . . .	1	1	
	Railway trackmen . . . . .	1	1	
	Freight handlers . . . . .	1	1	
	Steamboatmen . . . . .	2	2	
	Longshoremen . . . . .	1	1	
	Street railway employees . . . . .	1	1	
	<i>Barbers</i> . . . . .	1	1	
	Barbers . . . . .	1	1	
	<i>Laundry Workers</i> . . . . .	1	1	
	Laundry workers . . . . .	1	1	
	<i>Clerks</i> . . . . .	1	1	
	Clerks . . . . .	1	1	
	<i>Musicians</i> . . . . .	1	1	
	Musicians . . . . .	1	1	
	<i>General Labour</i> . . . . .	1	2	
	Firemen . . . . .	1	1	
	Federal labour . . . . .	1	1	
Victoria . . . . .	<i>Building</i> . . . . .	1	5	42
	Carpenters and joiners . . . . .	1	1	
	Painters and decorators . . . . .	1	1	
	Stone cutters . . . . .	1	1	
	Plumbers . . . . .	1	1	
	Bricklayers and masons . . . . .	1	1	
	<i>Metal, Engineering and Shipbuilding</i> . . . . .	1	7	
	Iron moulders . . . . .	1	1	
	Machinists and engineers . . . . .	1	1	
	Electrical workers . . . . .	1	1	
	Steam engineers . . . . .	1	1	
	Boiler makers . . . . .	1	1	

LABOUR ORGANIZATIONS IN CANADA—*Continued.*

Locality.	Class and Kind of Organization.	Number of Organizations in Trade or Calling.	Number of Organizations in Class.	Total Number of Organizations in Locality.
BRITISH COLUMBIA— <i>Con.</i>				
	Blacksmiths.....	1		
	Shipbuilders and caulkers.....	1		
	<i>Printing</i> .....		2	
	Printers.....	1		
	Pressmen.....	1		
	<i>Clothing</i> .....		1	
	Tailors.....	1		
	<i>Tobacco</i> .....		2	
	Bakers.....	1		
	Cigar makers.....	1		
	<i>Employees of Public Authorities</i> .....		2	
	Letter carriers.....	1		
	Civic employees.....	1		
	<i>Hotel and Restaurant Employees</i> .....		1	
	Waiters and bartenders.....	1		
	<i>Transport</i> .....		7	
	Marine engineers.....	1		
	Steamboatmen.....	3		
	Longshoremen.....	1		
	Street railway employees.....	1		
	Teamsters.....	1		
	<i>Clerks</i> .....		1	
	Clerks.....	1		
	<i>Barbers</i> .....		1	
	Barbers.....	1		24
Whitewater.....	<i>Mining</i> .....		1	
	Miners.....	1		1
Yale.....	<i>Transport</i> .....		1	
	Railway trackmen.....	1		1
Ymir.....	<i>Mining</i> .....		1	
	Miners.....	1		1
	Total number of organizations in British Columbia.....			161

### AGREEMENT BETWEEN THE TORONTO RAILWAY COMPANY AND ITS EMPLOYEES.

The series of negotiations begun in April with regard to the wages scale, recognition of the union, and other matters of difference between the Toronto Street Railway Company and its employees, were continued into the month just past. Though at one time, and especially in conjunction with developments among the same class of employees in Montreal, the possibility of a general strike was spoken of, this was satisfactorily averted, and after five conferences between the company and repre-

sentatives of its employees, the number of details to be arranged having prolonged negotiations, an agreement approved by both parties was arrived at on the 22nd of the month. In view of the large number of employees affected, and of the importance of the company among similar employers of labour in Canada, as well as of the comprehensive character of the agreement itself, the subjoined copy of its terms and reference to its general purport is given in full.

The contract has been made for one year, instead of three as requested by the men. A feature of the mass meeting of the men at which the agreement was finally and unanimously ratified, and which was attended by about 1,100 employees, was the spirit of good feeling exhibiting towards the company and of appreciation of the concessions and fair treatment granted. It will be seen that the agreement does not provide for an increase in the wages of motormen and conductors, but contains full provisions for the settlement of future questions which may arise between the company and its men by conciliation and arbitration.

### Conditions of the agreement.

The full text of the agreement is as follows :—

An agreement made this 22nd May, 1903, between the Toronto Railway Company and the committee of the employees of the said company appointed at a meeting open to all the employees of the company, held on Saturday, April 4, hereinafter called the committee. The committee, on behalf of the employees, submitted to the company on April 20, 1903, certain resolutions formulating requests of the employees, in respect to various matters relating to their service with the company, and the company on the 16th day of May replied to such resolutions. The company's reply has been accepted as satisfactory by the committee, except in respect of the following matters, namely (a) wages; (b) a mode of adjusting differences or grievances.

It is therefore agreed as follows :—

(1.) On and after the 1st day of June, 1903, the wages of the company's shed men and car washers will be fixed as follows :—Those now receiving 15 cents will be paid 16½ cents per hour; those now receiving 16½ cents will be paid 18 cents per hour; those now receiving 18 cents will be paid 20 cents per hour. This schedule shall remain in force for one year from June 1, 1903. For one year from date the wages of the company's motormen and conductors and the employees of the shops shall remain as at present.

(2.) The company will pay half the cost of the uniforms of the motormen and conductors, who have been in the company's service for a period of one year, and will provide free uniforms for motormen and conductors who have been in the company's service for a period longer than two years. Regulations will be subsequently issued by the company to provide for protection against loss in this matter from employees leaving the company's service.

(3.) To prevent the loss to the company and its employees, and to preserve the interests and convenience of the public, the company and employees agree not to resort to lock-outs or strikes, but in the event of the parties being unable to satisfactorily adjust any differences or grievances which may from time to time

arise, and which, if not adjusted, might cause a lock-out or strike, a conciliation committee shall be appointed from time to time, as such differences or grievances arise, to consist of three officials of the company, to be named by the company, and three of the company's employees, to be named by the employees, and such committee shall investigate and consider such differences, and make a report thereon. If such committees shall be unable to agree, the differences or grievances shall be submitted to a board of arbitration, consisting of two disinterested citizens of the city of Toronto, to be appointed by the company, and a similar number of disinterested citizens of the city of Toronto, to be appointed by the employees, and such board shall investigate and determine all such grievances and offences and make their award. In the event of their failing to agree, these four shall select a fifth arbitrator, who shall be a disinterested citizen of Toronto, and the award of the board of arbitration so constituted or a majority thereof shall be final and binding as to such differences or grievances for the period fixed by such awards.

4. The reply of the company herein referred to, dated the 16th day of May, 1903, is hereto attached, bearing the signatures of the parties hereto.

In witness whereof the parties hereto have executed these presents.

(Sgd.) E. H. KEATING.

(Sgd.) WM. MACKENZIE,  
President.

(Sgd.) J. H. PICKLES,  
Chairman.

(Sgd.) GEORGE CONEY,  
Secretary.

### Position of the Company.

In the opening paragraph of the above agreement reference is made to a reply made by the company on May 16, to the requests of the employees, which, it is stated, was accepted as satisfactory with the exception of the matters immediately referred to. The following copy of the communication in question will indicate the position of the company prior to the final agreement, as well as illustrate the method in which the negotiations were conducted :

Toronto, May 16, 1903.

George Coney, Esq.,

Secretary Committee of Toronto  
Railway Employees,

Toronto, Ont.

Dear Sir,—In accordance with an understanding at a meeting held on Wednesday, April 29, when the committee, of which you are secretary, presented to the company certain requests of the employees made in mass meeting, I beg to state, answering the different resolutions, seriatim, as follows :—

1. It is the opinion of the officers of the company that motormen cannot properly control their cars and protect the safety of the public while sitting on stools. The company has

however, experimented with a device against which the motormen can lean for support, and, if it be found that the use of this device will not interfere with the proper performance of motormen's duties, it will be introduced.

2. The company will make arrangements to separate the motormen from the public and proposes, if this can be done without impairing the efficiency of the service, to close the front door and vestibule of all closed cars.

3. Conductors will not be required to lose time in carrying their fare boxes to the shed or office upon being relieved, and this effect the following order will be posted:—

#### NOTICE TO CONDUCTORS.

##### Fare Boxes.

On and after instant, relief men, instead of using a separate box, are required to take over and use the regular man's fare box, and shall, when through relieving, return the same to the regular man.

The regular man on his last trip shall exchange his fare box at the proper office, and the box he receives in exchange shall, on his being relieved at night, be handed to the relief man for his use.

On lines where no office of the company is passed, an officer of the company will exchange the boxes at points appointed for the purpose.

4. The company recognizes that its motormen and conductors should have proper lavatory accommodation, and where this has not been provided it has been because the company could not provide it without the co-operation of the city.

The officers of the company have for some time past been in communication with the city officials and hope to be able to announce very shortly that proper accommodation has been provided on all the lines.

5. The company is not disposed to reduce the time of regular men. It is thought that such reduction as is requested is not desired by any large number of regular men.

In addition it is not thought to be in the interests of the service that time should be taken from regular men and given to relief men. For some months past the officers of the company have been engaged in attempts to revise and make more satisfactory the time schedules, but this work was exceedingly complicated and satisfactory results have not yet been obtained.

The company regrets that it is not in a position to give at this juncture further increase in the wages of motormen and conductors. Since the autumn of 1900 an average increase of wages of twenty per cent has been made, and the wages now paid to motormen and conductors on this system are higher than the wages paid to men engaged in the same or like occupations under similar conditions.

6. The superintendent of the company has never made a practice of disciplining the men on other than written charges and has been acting under instructions to pay employees for time lost in refuting unjust charges. The company has decided to do away with suspensions, and to this purpose the following notice will be posted:—

#### NOTICE TO CONDUCTORS AND MOTORMEN.

##### Re Discipline.

As it has been decided to do away with suspensions as far as possible, notice is hereby

given that any man against whom charges may be brought, will be required to report when off duty to the superintendent. His case will then be considered by the proper officials of the company and unless exonerated will be either warned or dismissed according to the nature of the offence.

7. The arrangement now made is to be binding on the company and its employees for one year. In the event of any change in the details being required by reason of the necessities of the service, due notice will be posted in the barns or conveyed by other means to the men.

8. Any employee against whom any charges may be brought shall have the right of appeal in person to the general manager, and, except as to a charge of dishonesty, may bring with him in his interest a deputation or committee of his fellow employees.

Attendance in such capacity shall not operate to an employee's disadvantage. An employee attending on such deputation or committee shall give due notice to his car-starter or foreman, and if he be a motorman or conductor shall take his car upon reporting to his car-starter and shall not be required to report in the usual course to the head roadmaster.

9. The company has been giving since June 23, 1902, an increase in wages which makes the Sunday time equal to a working day in the week, and cannot undertake to give an increase over this amount.

10. The company regrets that it is not in a position to give a general advance in wages to the employees in the motor shops.

In reference to the hours of work, should the men so desire, arrangements will be made so that the most of them will report for work at 7 a.m. and cease work at 5 p.m., allowing from 12 to 1 for dinner. The necessities of the shop require that a small number of men be required to report for work at 9 a.m. and work until 7 p.m., allowing from 1 to 2 for dinner.

11. The company will pay for overtime up to midnight time and one-quarter, and after midnight time and one-half.

The men working Sunday will be allowed a day off on the following week, Sunday work will be at the same rate as week days. Men will not be required to work on Sunday unless in cases of emergency.

12. The working of the motor shops requires that a portion of the staff shall be on duty Saturday afternoons.

Arrangements will be made so that each employee will be allowed at least alternate Saturday afternoons during June, July and August. Traffic conditions are such in September that Saturday afternoon holidays cannot be allowed.

13. Suitable places are being prepared at the shops for men to wash in. The company will not pay the men ten minutes for washing, as requested.

The rate of wages of car-washers will be fixed as follows:—

Those now receiving 15 cents will be paid 16½ cents per hour;

Those now receiving 16½ cents will be paid 18 cents per hour;

Those now receiving 18 cents will be paid 20 cents per hour;

and this schedule shall remain in force for one year from the first day of June, 1903.

For one year from date the wages of the company's motormen and conductors and the employees of the shops, shall remain as at present.

2. The company will pay half the cost of the uniforms of the motormen and conductors who

have been in the company's service for a period of one year, and will provide free uniforms for motormen and conductors who have been in the company's service for a period longer than two years. Regulations will be subsequently issued by the company to provide for protection against loss in this matter from employees leaving the company's service.

3. To prevent the loss to the company and its employees and to preserve the interests and convenience of the public, the company and the employees agree not to resort to lock-outs or strikes, but in the event of the parties being unable to satisfactorily adjust any differences or grievances which may from time to time arise and which if not adjusted might cause a lock-out or strike, a conciliation committee shall be appointed from time to time as such differences or grievances arise, to consist of three officers of the company, to be named by the company, and three of the company's employees, to be named by the employees, and such committee shall investigate and consider such differences and make their report thereon. If such committee shall be unable to agree the differences or grievances shall be submitted to a board of arbitration, consisting of two disinterested citizens of the city of Toronto, to be appointed by the company, and a similar number of disinterested citizens of the city of Toronto, to be appointed by the employees, and such board shall investigate and determine all such differences or grievances and make their award. And in the event of their failing to agree these four shall choose a fifth arbitrator, who shall be a disinterested citizen of Toronto, and the award of the board of arbitration so constituted, or a majority thereof, shall be final and binding as to such differences or grievances for the period fixed by such award.

In addition to the above, the company desires to announce that it will advance to each conductor \$25 in tickets and change for use in the performance of his duty, and in this behalf the following order will be issued:—

#### NOTICE TO CONDUCTORS.

##### Tickets and Change.

Hereafter every conductor shall strictly observe the rule requiring him to at all times have \$25 in tickets and change in his pouch.

To enable the conductors to comply with this rule without drawing upon their own funds, arrangements have been made for the advance to each conductor of sums of \$25 in tickets and

change to be used in the performance of their duties.

Each conductor upon application to the head roadmaster may obtain an order on the comptroller for his advance, and upon signing a receipt in prescribed form will be furnished with the amount authorized.

A contract of guarantee has been obtained from a guarantee company, which renders strict attention to the terms of the receipt essential.

(Sgd.) WM. MACKENZIE,  
President.

#### Concessions granted.

The following is a statement in brief form of the concessions finally granted by the company under the agreement quoted above :

1. Stools for motormen.
2. Closed front door and vestibule of all closed cars.
3. Regular conductors relieved of the necessity of taking their fare boxes to the shed after performing their day's work.
4. Lavatory accommodation.
5. Free uniforms.
6. Abolition of suspensions.
7. An agreement binding for one year.
8. Recognition of a grievance committee.
9. Board of arbitration.
10. Leave of absence for those appointed to do work for employees.
11. Increase in pay for shedmen.
12. Conductors to be supplied with \$25 with which to run their cars.
13. If shopmen so desire they can work nine hours a day and take one hour for dinner.
14. Overtime for shopmen, and a day off each week for Sunday work; also alternate Saturday afternoons, except in September.
15. Suitable places to wash in, and be supplied with hot and cold water.

It is understood that the arrangement as to uniforms is to be for one year, and it is further understood that the arrangement arrived at in the agreement is to apply to, and where necessary date back to, uniforms obtained by motormen and conductors in conformity with the regulations laid down by the company for the spring and summer of 1903.

#### SETTLEMENT OF STRIKE OF LONGSHOREMEN AT MONTREAL.

THE origin and progress of the strike of longshoremen at Montreal, which has been one of the most far reaching in its effects of the industrial disputes of the present season in Canada, were described in some detail in the issue of the *Labour Gazette*, for the month of May,\* and the more important stages of its development noted from the inception of the disturbance on March 31st up to the end of April, on which date no satisfactory

terms of settlement had been arrived at. In the following statement the different phases which marked the continuance of this dispute from May 1 until the signing of the agreement which terminated it on May 11, are set forth, together with the full text of the agreement in question and a reference to some of the more important effects of the strike upon local and general industrial conditions.

\* See page 921.

### The Situation on April 30.

The following resolution passed by the Montreal Board of Trade at a special general meeting called for April 30, may be cited as evidence of the gravity with which the continuance of the dispute was regarded :—

Whereas the serious difficulty at present existing between the shipping trade and the longshoremen, unless settled at an early date, bids fair to work irreparable injury to the shipping trade of the port of Montreal, if, indeed, it does not ruin it completely, and

Whereas it would appear from the information already made public with reference to the dispute that the strike of the longshoremen is not so much the result of dissatisfaction with existing conditions on the part of the men, as of the intervention of foreign professional agitators, whose aims are antagonistic to the best interests of this city and country, and

Whereas the Longshoremen's Union is affiliated with, and under the control of a foreign organization, which latter is interfering in an unwarrantable manner with the freedom of labour, therefore,

Resolved, That the Council of the Montreal Board of Trade is of the opinion that while workmen may be warranted in combining to protect their mutual interests, such combinations should be purely local, in composition, and should be so organized as to be amenable to civil law, and further,

Resolved, That the council expresses its sympathy with the shipping interests in their struggle to maintain a free and open labour market in this port, believing that the peculiar conditions of our navigation, and the future of the St. Lawrence route, upon which the welfare of the Dominion of Canada so much depends, demand that no obstacle be placed in the way of the port securing free labour, and considers that merchants and citizens generally should heartily support the shipping trade in the position they have taken in the present dispute.

### Further Progress of the Strike.

On May, the 2nd and 3rd, two attempts were made to reach a settlement by conferences held between a committee of the strikers and the steamship men, but in both cases the question of the recognition of the union was found an insuperable obstacle.

On May the 4th, 600 teamsters went on strike in sympathy with the longshoremen, being chiefly employees of the Dominion Transport Company, the C.P.R. Co. and the Shedden Forwarding Company. The Royal Garrison Artillery, at Quebec, and the Royal Canadian Dragoons, at Toronto, were ordered on the same day to be in readiness to proceed at once to Montreal to re-

lieve the militia on duty there. This was in response to a request for troops addressed to the Dominion Government by the mayor of Montreal.

An important development in the situation was reported on May 5, when the ss. *Montrose* was unloaded at Three Rivers instead of Montreal. On the same day the C.P.R. Co. announced its intention of discharging the cargoes of all its ships at that port pending the settlement of the trouble at Montreal.

On May 6, 125 coal carters, belonging to the teamsters union joined the other strikers. At a conference held that day between the mayor and the strike leaders the longshoremen agreed to accept the following terms :—

All foremen to be employed in the same position as they occupied at the close of last season, and to execute the functions of their office without interference.

In the case of disputes arising, the representatives of the men shall have the right to apply to the shipping companies to have their grievances adjusted.

The concession represented in these terms was that no specific mention of the word 'union' was made.

On May 6 also the longshoremen at Quebec, Halifax, St. John, Baltimore, New York and Portland declared their refusal to handle freight loaded by non-union men at Montreal, or any goods diverted to these points by the strike at Montreal. On this date as well the regular troops were ordered to proceed from St. John, Que., to Montreal. The whole question of the strike was, on May 6, discussed in the House of Commons, and an announcement made that prior to the beginning of the struggle the Government had endeavoured to avert the causes of difference. A much freer movement of freight on the wharves was reported on the 6th, some 1,212 men, according to the figures furnished by the labour bureau, being distributed among the vessels in port.

The terms offered by the strikers, as mentioned above, were, on May the 7th rejected by the shipping men on the ground that the

clause respecting the intervention of representatives of the men was an attempt to obtain a preference for union men under another form. A bill for \$5,000 was presented to the city to cover the expenses of the militia up to this date. The number of non-union men secured by the Independent Labour Bureau was reported to be 1,311 on May 7, and the number of striking longshoremen, 3,220. Though the handling of freight continued to increase in volume, the G.T.R. and C.P.R. Companies still refused to accept any freight for Montreal except live-stock and grain. A resolution was passed, on the 7th, by the Montreal branch of the Canadian Manufacturers Association expressing sympathy with the shipping interests and declaring that all organizations or unions of workmen should be local in composition and in all cases of organizations should be amenable to civil law.

### Intervention of the Dominion Government.

On the 7th of the month the Hon. the Minister of Labour and the Hon. the Minister of Marine and Fisheries proceeded to Montreal for the purpose of attempting a settlement of the strike, the Vice-President of the Dock Labourers' Union having previously been in consultation with members of the Government at Ottawa, in which conference the ship owners declined to participate. Negotiations were begun on the evening of the 7th. The Ministers first received a deputation representing the city's interests composed of the Mayor, the Presidents of the Board of Trade, the Chamber of Commerce and the Harbour Commissioners. The deputation asked for the despatch of regular troops to Montreal, the Minister of Labour explaining that the matter was one to be dealt with by the municipal authorities, from which the district officer in command should receive his orders. At a later hour in the evening a committee representing the shippers held a lengthy conference with the Ministers, while still later a committee from the long-

shoremen was received. At midnight it was announced that the Ministers had made certain proposals to the committee of the shippers which, if approved, would be submitted in a like manner to the committee of longshoremen for its consideration.

On the evening of the 8th of May the proposals of the shippers were unanimously rejected by the longshoremen at a mass meeting addressed by the Hon. the Minister of Labour, the Hon. the Minister of Marine and Fisheries and Mr. Robert Bickerdike, M.P., the reason being the refusal of the shippers to restrict the operations of the independent labour bureau in hiring men, and to permit union men to wear emblems of their organization while at work.

### Final Arrangements.

After further negotiations between the shippers and the longshoremen, which were extended over the 9th and 10th of the month, and were conducted chiefly under the direction of the President of the C.P.R. Co., and Mr. Robert Bickerdike, M.P., a satisfactory settlement was finally arrived at on the morning of the 11th of the month.

The full text of the agreement is as follows :—

1. Many of the men who have heretofore been employed by the steamship companies and stevedores in the port of Montreal, as longshoremen in the handling of steamship cargo, have unitedly refrained from work for nearly three weeks because of their inability to agree with the steamship companies and stevedores as to rates of wage and conditions of service. For the purpose of this agreement, the steamship owners and stevedores will be called the 'employers', the longshoremen being called 'the employees.'

2. The employers are quite willing that all of the men heretofore employed shall return to work at once, and they shall be given work without discrimination, in so far as their services can be utilized without discharging men already employed whose services the employers may wish to retain.

3. In filling vacancies as they may occur, and in the employment of additional men, the employers shall give first consideration to men who are employed previous to this season, whether they belong to the union or not.

4. Union men or non-union men may, without objection on the employer, wear any button-hole bouquet, blue ribbon, war medal, or other badge not inconsistent with the laws of the country.

5. The employers, with a view to encouraging the employees to remain at work during the entire season, would have preferred to have fixed a rate per hour for service actually performed, with a bonus of 2½ cents per hour to be paid at the end of the season to all employees who had given such continuous service, but the men prefer a straight rate per hour without the bonus, and it is to be assumed, therefore, that they are willing to give the requisite assurance of continuous service during the season of navigation, without any other incentive than the agreed rate per hour.

6. A difficulty that has arisen heretofore is to be avoided, namely, the discontinuance of work by a considerable number of the men when their services are required during the busy portion of the season, and the employees hereby undertake to work honestly and continuously as may be required by the exigencies of the traffic of the port during the life of this agreement. Any employee who may, during the life of this agreement, without good and sufficient cause, violate this undertaking, shall not hereafter have any claim upon the consideration of the employers or his fellow employees, nor shall he be entitled to any recognition under this or future agreements of the same character.

7. The employers accept in good faith the undertakings of the employees as outlined in this agreement, and the Labour Bureau will be abolished in so far as the union men are concerned, the efforts of both parties to the agreement to be devoted to the maintenance of most cordial relations between employer and employees.

8. The men and their leaders undertake to use their utmost influence that no man, who has been at work during the strike, or who may be subsequently engaged, shall be molested.

9. Employers will dismiss or refuse employment to any man who intimidates or uses threats to union or non-union men.

10. No agents or representatives of any union shall visit the ships or other craft, docks, warehouses, mills, timber yards, or other places of employment while the men are at work.

11. Foremen and others in authority, who may be union men, shall in no manner discriminate against non-union men, nor shall foremen and others in authority, who may be non-union men, discriminate against union men, on pain of immediate dismissal.

12. Employees having a contract with any steamship company or firm may at any time lay an alleged grievance before the company or firm in question with a view to having the same adjusted.

13. The wages payable by the employers will be as follows:—

On general cargo vessel—General cargo, 25 cents per hour by day, and 30 cents by night.

Grain, light or heavy—25 cents per hour by day, and 30 cents by night.

Coal shovellers—30 cents per hour by day and night.

Coal and all other labourers—25 cents per hour by day and night.

Lumber—25 cents per hour by day and night.

Full coal cargoes—Shovellers, 35 cents per hour by day and 40 cents per hour by night.

Stagemen—35 cents per hour by day and night.

All other labourers—25 cents per hour by day and night.

Full lumber cargoes—Side runners, 35 cents per hour by day and night.

All other labourers, 25 cents per hour by day and 27½ cents per hour by night.

Midnight suppers to be provided by the ship.

Sunday work, double time to be paid.

Quarter hours to be paid.

Any waiting time after 7 p.m. to be paid half rate, and only to count from time ordered out.

Rigging, unrigging, and all changes to be paid at the rate of 25 cents per hour by day and night.

14. This agreement shall remain in force until one month's notice in writing by either party has been given to the other of a desire to alter or amend or abrogate the schedule, but this notice shall not be given between the months of February and December in any year.

The agreement was signed by representatives of the following steamship companies: the Allan Line, the C.P.R. Steamship Co., the Robert Reford Co., the Dominion Line, the Leyland Line, the Hamburg-American Line, the Canadian Ocean & Inland Line, Furness, Whithy and Co., F. A. Routh & Co., McLean, Kennedy & William Peterson (Ltd.), and by representatives of the men.

## TRADE DISPUTES DURING THE MONTH OF MAY.

THE month of May was marked by a large number of industrial disturbances, chiefly confined to the provinces of Quebec, Ontario and British Columbia. The longshoremen's and teamsters' strikes at Montreal, for example, by causing the railways to refuse all perishable freight destined for that port during the first half of the month, made the effects of the dispute felt in many of the industrial centres of Ontario and

Quebec. In Montreal, Toronto, Kingston and Victoria, B.C., also, building operations were greatly reduced by strikes in the building trades. The production of coal in British Columbia was seriously diminished through the continuance of the dispute at Ladysmith, which began in March, and by a sympathetic strike at Cumberland, which was declared on May 4th. Although the strikes in connection with the Canadian Pacific



strike of builders' labourers at London, Ont., lapsed, the men all securing work elsewhere at the wages which they had demanded. The strike of longshoremen at Montreal is treated in a separate article in the present number of the *Gazette*.

### Strike of Wood-machine Workers at Montreal.

Although the difficulties existing between carpenters and their employers in Montreal were satisfactorily adjusted on April 30th, building operations were still suspended throughout May, on account of a strike of wood-machine workers, who formed a branch of the Union of Carpenters and Joiners. The cause of the strike was the refusal of employers to sign an agreement of which the following were the terms :—

1. Nine hours shall constitute a day's work, between 7 a.m. and 5 p.m., or 54 hours a week.

2. The minimum rate of wages shall be 22½ cents an hour for regular hours. Time and a half shall be paid for extra work, excepting on Sundays, New Year's Day, Christmas Day and Labour Day, when double time shall be paid.

3. This agreement is to be binding for one year. Six months' notice previous to the expiration of the present contract shall be given by either party of any change in the contract.

The strike was declared on April 23rd, when about 150 men belonging to 18 factories were called out. On May 4th the Association of Sash and Door Manufacturers passed the following resolution with reference to the strike :—

As it is known to the members of this association that some of our men who have been called out on strike by the International Union or Brotherhood, are dissatisfied with the existing state of affairs and seem anxious to return to work, we make them the following offer :—

A minimum wage of 20 cents per hour for bench hands and competent machine hands; number of hours of work to be agreed upon.

This offer was refused by the men, and the situation remained unchanged during the remainder of the month just passed,

### New Disputes.

Among the more important of the new disputes of the month of May were those of teamsters, street railway employees and electrical workers in Montreal, and of carpenters in Toronto. A brief account of each of these disputes is given below.

### Strike of Teamsters at Montreal.

During this month of April, it became apparent that the teamsters employed on the Montreal docks were unwilling to continue to work there, while the longshoremen's strike remained unsettled. For a time, however, trouble was averted owing to the small quantity of freight that was being unshipped at the wharfs. On May 4, a number of teamsters were suspended for refusing to work there, and on the same day a general strike was declared by their union. The strike was therefore primarily a sympathetic one, but shortly afterwards the men presented the following schedule to their employers, as an additional reason for going out :—

1. The masters shall agree to employ none but members of Local No. 594, T.D.I.U., or those who are willing to become members after 15 days' employment.

2. No discrimination shall be made against any man for his membership of the union.

3. Ten hours shall constitute a day's work for two-horse driver. All over ten hours shall be deemed as overtime.

4. The wages shall be \$1.75 per ten hours without fraction of days.

5. \$1.50 a day for ten hours' work shall constitute a single driver's pay.

6. All overtime shall be paid for at the rate of twenty cents an hour.

7. Time shall be taken from the time the driver leaves the barn until he returns.

8. All helpers shall have the same wages the drivers receive.

9. The stablemen shall get \$1.75 for twelve hours' work.

10. A cause for dismissal shall be drunkenness, dishonesty, or use of profane or abusive language to patrons of a company.

11. No driver or member of the union shall be allowed to lose any unnecessary time.

12. Any grievances arising between the employer and the employee, such as breakages and so forth, shall be submitted to the grievance committee and he to have a fair hearing.

13. Double time shall be paid for Sundays and all legal holidays from 12 o'clock Saturday night until 12 o'clock Sunday night; it is further agreed it shall not be compulsory on the driver to work on Sundays or holidays.

14. All transfer drivers shall receive fifteen cents an hour from 7 a.m., until 12 p.m.; from 12 p.m., until 7 a.m., double time shall be allowed.

15. No driver shall be discharged without a fair hearing, unless covered by section ten.

16. All new transfer drivers shall be given one week to join the union.

17. The agreement to be in force until May 1, 1904, and shall renew itself for one year, unless thirty days' notice shall be given by either parties.

About twelve companies and 1,500 men were affected by the dispute. One firm came to terms with its employees immedia-

tely, but the others, while expressing their willingness to meet their own men at any time, refused to discuss matters with officers of the union, and consequently no negotiations for a settlement could be carried on. The companies gradually obtained new men to fill the places of the strikers, and on May 12, stated that they had about 25 per cent of their full force of teamsters at work. On May 16, the longshoremen's dispute had been in the meantime settled, the men declared the strike off and returned at once to work, the employers granting them an increase in wages of about ten per cent. On May 6, the original strikers had been joined by 150 coal carters, who belonged to another branch of the teamsters' union. In consequence, the principal dealers in Montreal were for a time unable to deliver coal to their customers.

### Strike of Montreal Street Railway Employees.

For the second time during the present year, a strike was declared on May 23, by employees of the Montreal Street Railway Company. The dispute also effected the Montreal Park Island Railway Company. The men complained that they had not understood the agreement with the company, which they had accepted after the strike in February, and that it did not cover all their grievances. On May 19, they accordingly submitted new demands to the president of the company, stating that they would wait until Thursday, the 21st at noon for a reply. The demands made by the employees were as follows:—

Terms of agreement between the Montreal Street Railway Company, of the first part, and the Amalgamated Association of Street and Electric Railway Employees of America, of the second part.

#### Witnesseth:

That all business arising between the parties hereto shall be transacted by the properly accredited officers of the company and the properly accredited officers of the association.

Section 1. That motormen and conductors shall not be required to work more than ten hours. No regular man shall be required to do extra duty so long as a spare man is available; and the company shall have a sufficient number of spares as required at all times.

Section 2. The wages of motormen and conductors shall be: for the first year, seventeen cents (17 cents) per hour; the second year, eighteen cents (18 cents) per hour; the third year, twenty cents (20 cents) per hour. All motormen in charge of a sweeper shall receive twenty-four cents (24 cents) per hour, and twenty-two cents (22 cents) per hour for all others working on same.

Section 3. All road inspectors and car starters will be taken among the ranks of motormen and conductors according to the seniority list, and the same chosen by the company's accredited officers. The wages shall be for road car starters, sixty-five (\$65) dollars per month, payable every two weeks; and road inspectors shall receive for their work seventy-five (\$75) dollars per month, payable every two weeks, having to do extra work without compensation.

Section 4. The wages for shopmen shall be as follows: Sweepers and cleaners, fifteen cents (15 cents) per hour; trolley, light inspectors and shop car starters, seventeen cents (17 cents) per hour; motor, controller and brakes inspector and pitmen, as follows: First year, seventeen cents (17 cents) per hour; second year, nineteen cents (19 cents) per hour; third year, twenty cents (20 cents) per hour. All shopmen are required to work overtime, and Sundays shall be paid time and a-half.

All shopmen shall receive a free pass to their work and back to their homes on all cars of the company; the company to have the same passes as they see fit.

Section 5. Hillmen shall receive fifteen cents per hour; signal men, eighteen cents per hour.

Section 6. When a man enters the employ of the company he shall take out a training card, for which he shall pay one dollar. After sixty days of service, if satisfactory to both parties of this agreement, he shall pay one dollar more and be regularly initiated, which will make him a member of good standing in the association.

Section 7. When any difficulty arises which cannot be amicably adjusted between the proper representatives of both parties of this agreement, the same shall be submitted to a board of arbitration, consisting of three members; one to be selected by the company, one by the association, and the two thus chosen shall select a third. Either party failing to select their arbitrator within forty-eight hours shall forfeit their case. The decision of said board of arbitration shall be final.

Section 8. All motormen and conductors and shopmen, at the time of signing this agreement will make application to be a member of the said association within thirty days of the signature of this agreement.

Section 9. When a spare motorman or conductor, after reporting to roll call at 5.30 a.m., and having no work will be paid half time, when required by the accredited officer of the company to stay in the office. No spare answering the 5.30 roll call will be required to answer to 10 a.m., roll call, and will be allowed to work on the afternoon regulars or extras.

Section 10. All motormen and conductors, after five years' service in and for the company, shall receive from same a free uniform every year, to be delivered on or about the first of May. The said uniform to be by union men and to have the union label on.

The same with a uniform overcoat every year, to be delivered on or after the first of October. All motormen and conductors who will have five years' service up to the first of

September of each year, will be entitled to free uniform.

Section 11. All officers with whom the members or officers of the said association will have an understanding or discussion shall speak both languages, English and French.

Section 12. All conductors and motormen who will be required to report when relieved away from the office, will be paid for the time required to do the same.

Section 13. All motormen, conductors and shopmen who will accept a charge in the said association, and such requiring his time, will be allowed by the company to keep his date on the road or shop work.

Section 14. All conductors and motormen or any employee of the company called to the office on a false report, the same will be held responsible for the time lost.

Section 15. This agreement to stand one year from the time of its signature, and to be renewed by the consent of both parties concerned.

In his reply to these demands, the president of the Montreal Street Railway Company made the following declaration:—

To the deputation of employees that waited on me, I stated that the company would live up to and carry out the agreement made with the men through a committee of the city council in February last, also that the company were at all times willing to meet any of their employees and discuss any matters of differences with them, and that if there should be any grievances on the part of the men at any time that they should submit the same to our superintendent as the official in charge of their department; failing any settlement of such matters with him, that I would promptly take the matter up with them and him and decide on the same.

I understand from the superintendent that no such deputation has waited on him, consequently I do not see what action I can take in the matter, nor do I understand what you want to arbitrate.

At midnight of May 22 the men held a meeting to consider the reply of the company which had been received, and a vote by ballot resulted in favour of calling a strike, which was accordingly declared as soon as the desire of the meeting was ascertained.

Notwithstanding the strike, the street car service was not completely stopped, as there were many applicants for the vacant positions from the beginning of the trouble. A few of the former motormen and conductors also reported for duty on the morning of the 23rd, and under the protection of police continued to run their cars. In order to avoid disturbances the company did not attempt to continue the service at night. On the 25th about forty

cars were running all day. Many acts of violence were committed on that date, and a number of arrests were made. The company succeeded in obtaining a large number of new men to replace the strikers, and during the following days the service steadily improved. Before being engaged all applicants had to sign the following agreement with the company:—

I agree to submit to a medical examination by the company's doctor.

I agree to work under instruction on trial, without pay, five days in the company's shops, and at least ten days on such of its cars as I may be assigned to.

I understand that no compensation is paid motormen or conductors for time spent by them while engaged 'on watch' (which means waiting at any designated point for an opportunity to work) but that wages are allowed only for service rendered while actually employed on the company's cars, computed at following rates:

Seventeen cents per hour for the first two years' service with the company, eighteen cents per hour thereafter.

These wages are satisfactory to me, and if employed, I agree to work contentedly and faithfully.

I further agree that if I am discharged, or leave the company's service voluntarily, at any time during or after the trial period above referred to, I shall have no claim against the company for services rendered or expenses incurred by me during said trial period, or while performing duty 'on watch' as above explained.

I agree to provide myself with a standard uniform in accordance with the rules and regulations of the said company.

I also pledge myself to faithfully discharge the duties of my position to the best of my ability, and to strictly comply with all the rules and regulations now existing, or hereafter created. I also agree that the company shall be at liberty to deduct from wages due me at any time any damage I may cause them, or which they may be put to be reason of any misconduct or negligence on my part; the manager or superintendent of the company to be the sole judge as to whether such damage has been caused by my misconduct or negligence, either in whole or in part. The company to have the right to terminate my engagement at any time without notice.

On May 27th the mediation of the mayor of Montreal was sought by the strikers, but the company refused his offer, stating that there was no occasion for availing themselves of it. On that night a large number of the strikers withdrew from the International Union, and organized an independent union. These men declared the strike off, and reported for work on the following morning. On May 28 normal conditions were restored, the company

agreeing to abide by the agreement of February, and to help their employees to establish a benefit society of their own.

### Strike of Electrical Workers at Montreal.

On May 19, contemporaneously with the demand of the Montreal Street Railway employees, the Electrical Workers' Union also sent a schedule of demands to the Montreal Street Railway Co., the Montreal Light, Heat and Power Co., and the Lachine Rapids Co. The schedule of the electrical workers was as follows:—

Agreement entered into between the following, known as the employer, and Local 182 of the International Brotherhood of Electrical Workers, representing the employees:

Do agree—

1. That the following agreement shall be in force for one year beginning May 1, 1903, and ending April 30, 1904.

2. The employer does agree to employ none but members of the I.B.E.W., when such members are available.

3. The following scale of wages shall be the minimum rate to be paid as hereinafter set forth.

4. Switchboard men shall receive pay at the rate of \$3 per day, eight hours to constitute a day's work.

5. Dynamo tenders to receive pay at the rate of \$2.50 per day, eight hours to constitute a day's work.

6. Outside construction inspector shall receive pay at the rate of \$3 per day, ten hours to constitute a day's work.

7. Inside inspectors shall receive pay at the rate of \$2.50 per day, ten hours to constitute a day's work.

8. Inside wiremen shall receive pay at the rate of \$2 per day, ten hours to constitute a day's work.

9. Gang foremen shall receive pay at the rate of \$3 per day, ten hours to constitute a day's work.

10. Linemen shall receive pay at the rate of \$2.50 per day, ten hours to constitute a day's work.

11. Lamp trimmers shall receive pay at the rate of \$2 per day, ten hours to constitute a day's work.

12. Patrol men shall receive pay at the rate of \$2.50 per day, ten hours to constitute a day's work.

13. Ground men shall receive pay at the rate of \$1.75 per day, ten hours to constitute a day's work.

All overtime shall be paid at the rate of time and a half. Sundays and legal holidays shall be paid for at the rate of double time.

It is further conceded that linemen shall supply for their own use the following tools: One pair of spurs and straps, one pair of 8-inch pliers, and one pair of connectors. Inside wiremen shall supply ordinary kit for concealed work, not including pipe work.

It is further conceded that Local 182 will supply certified workmen, when required to do so, if available, and also will not uphold any man who from the effects of intoxicants endangers himself or others, or is not capable of performing the duties required of him.

The above demands were refused by the companies interested, and, after a vote taken on May 22 at midnight, a strike was formally declared by the electrical workers and took effect simultaneously with the strike of the street railway employees. Notwithstanding the strike, however, the companies succeeded in maintaining the supply of electric power, and were not materially inconvenienced. The situation was unchanged at the end of the month, no further events of importance having occurred.

### Strike of Carpenters and Joiners at Toronto.

In February the carpenters and joiners of Toronto made a demand for an increase of wages from 30 to 35 cents an hour, the new scale to take effect on May 1. The employers offered to pay 32½ cents per hour for the current year, and 35 cents next year. At a joint meeting of the two carpenters' unions in Toronto this offer was rejected, and a strike was declared on May 1st, which was not concluded at the end of the month. Over a thousand men were at first concerned in the strike, but several independent contractors agreed to the terms asked, and permits to return to work were issued to their employees. The number was thus reduced to about 725.

The table published herewith is a compilation of the trade disputes of the Dominion of Canada which began or were in continuance during the month of May, and which had been reported to the department.

## TRADE DISPUTES OF THE MONTH OF MAY.

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, No. 32.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No of Firms or Establishments affected.	Approximate No. of Employees affected	Date of commencement.	Date of termination.	Result.
					Directly	Indirectly		
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.								
B. Columbia	Vancouver....	Railway employees.	Refusal of company to reinstate an employee and to recognize union.	1	237		Feb. 27	No settlement reported at end of month.
B. Columbia	Vancouver....	Messengers ....	In sympathy with the striking C. P. R. employees.	1	763		" 3	" "
B. Columbia	Vancouver....	Longshoremen ...	In sympathy with the striking C. P. R. employees.				" 4	" "
B. Columbia	Vancouver....	Teamsters. ....	In sympathy with the striking C. P. R. employees.				" 4	" "
B. Columbia	Ladysmith....	Coal miners.....	Co. threatened to close mines because of formation of union among employees and discharged 7 union men.	1	700		" 11	" "
Ontario....	Hamilton ....	Leather workers on horse goods.	Demand for an increase of 15 per cent in wages.	3	35		" 12	Increase in wages of 10 per cent granted.
Ontario....	Toronto ....	Leather workers on horse goods.	Demand for an increase of wages and shorter hours.	3	53		" 16 May 11	On April 5, one firm granted \$9 per week. 10 per cent increase granted by others on May 11.
Quebec. .	Montreal ....	Longshoremen....	Refusal of men to sign contract and of employers to recognize union.	10	2,200		" 31 May 11	Agreement signed. Compromise.
Ontario....	Kingston....	Painters.....	Demand for increase in wages, shorter hours and other changes.	4	20	5	April 1	No settlement reported at end of month, but men secured work elsewhere.
Ontario....	Berlin.....	Wood carvers. .	Demand for day work and 9 hour day.	3	12		" 6	No settlement reported at end of month.
B. Columbia	Victoria....	Blacksmiths.. .	Demand for 9 hour day at \$18 per week ..	13	23		" 1 May 13	Men's demands granted.
Ontario....	London.....	Builders/labourers	Demand for increase of wages from 20 to 22½c. per hour.	15	48		" 1	Men secured work elsewhere at wages demanded.
Ontario....	Ottawa. ....	Railway trackmen	Demand for increase of wages.....	1	300		" 6	No settlement reported at end of month.
Quebec. .	Montreal ....	Wood machine workers.....	Demand for 22½c. per hour and 9 hour day.	18	150		" 23	No settlement reported at end of month.
Ontario....	Windsor, &c..	Railway trackmen	Demand of increase in wages from \$1.30 to \$1.40 per day.	1	42		" 25 May 7	No changes in wages.
Ontario....	London.....	Cigar-makers....	Reduction of wages.....	1	30		" 27 "	Old rate of wages restored.

DISPUTE<sup>2</sup> WHICH BEGAN DURING THE MONTH.

				10	95	.....	May	1 May	4 May	
Ontario....	Toronto.....	Cabinetmakers...	Demand for increase in wages from 22½ and 25 to 30c. per hour and nine hour instead of ten hour day.	-	-	.....	.....	1	Men granted 27½c. per hour and 9 hour day.	
Ontario....	Toronto.....	Carpenters, &c....	Demand for increase in wages from 30 to 35 cents per hour.	70	725	.....	.....	1	No settlement reported at end of month.	
Ontario....	Toronto.....	Granite cutters ..	Demand for increase of 10 per cent in wages, 8 hour day and Saturday half holiday.	1	18	.....	.....	1	Men's demands granted and agreement signed.	
Ontario....	Toronto.....	Glass workers....	Demand for increase in wages.....	6	60	.....	.....	1	Most firms agreed to new scale, 18 men still out at end of month.	
Ontario....	Toronto.....	Builders'labourers	Demand for increase in wages from 25 to 30c. per hour.	100	640	2,500	.....	1	No settlement reported at end of month.	
Ontario....	Toronto.....	Cement and asphalt pavers.	Demand for increase in wages of 5 cents per hour.	9	400	.....	.....	1	No change in wages.	
Ontario....	Toronto Jctn....	Carpenters.....	Demand for increase from 30 to 35c. per hour.	12	200	.....	.....	1	No settlement reported at end of month.	
Ontario....	Ottawa.....	Plasterers.....	Demand for 8 hour day, 4 hours on Saturday and increase in wages from 30 to 35 cents per hour.	..	25	.....	.....	1	Strikers replaced by non-unionists, and most of them found work elsewhere.	
Ontario....	Toronto Jctn....	Brickmakers....	Demand for increase in wages from 15 to 20 cents an hour for day workers, and 3 cents per 1,000 bricks for piece-workers.	4	130	.....	.....	1	No settlement reported at end of month.	
B. Columbia	Victoria.....	Carpenters.....	Demand for increase in wages from 37½ to 43½c. per hour, 8 hour day, 4 hours on Saturdays.	20	55	.....	.....	1	"	
Ontario....	Toronto.....	Ironmoulders and coremakers.	Demand for 9 hour instead of 10 hour day.	14	400	.....	.....	4	No change in hours, but demand to be settled by negotiation.	
Ontario....	Toronto.....	Coopers.....	Demand for increase from 20 to 25c. per hour and 3 hours per week less for machine workers.	6	45	.....	.....	4	Men's demands granted.	
Quebec.....	Montreal.....	Teamsters.....	In sympathy with striking longshoremen, and demand for recognition of union.	11	1,500	.....	.....	4	Union not recognized but increase of 10c. per day granted.	
Quebec.....	Montreal.....	Coal carters.....	In sympathy with teamsters and longshoremen.	3	150	.....	.....	6	No change made.	
Quebec.....	Etchemin.....	Match box factory workers.	Demand for increase from 25 cents to 40 cents per day.	1	65	30	.....	4	Increase of 5 cents per day granted.	
B. Columbia	Cumberland...	Coal miners.....	Discharge of employees and non-recognition of union men in sympathy with striking miners at Ladysmith.	1	500	.....	.....	4	No settlement reported at end of month.	
Ontario....	Toronto.....	Structural iron workers.	Non-recognition of union.....	4	120	.....	.....	8	"	
Ontario....	London.....	Cigar makers....	Refusal of employers to pay union scale to female workers.	10	104	.....	.....	11	"	
Ontario....	Toronto.....	Carriage makers ..	Refusal of employer to discharge a non-unionist.	1	30	.....	.....	13	"	
Ontario....	Hamilton.....	Cement pavers....	Demand for increase from 18 to 20c. per hour.	1	30	.....	.....	13	Nearly all returned at old rate, others secured work elsewhere.	
Ontario....	Guelph.....	Woodworkers.....	Demand for increase in wages of 15 per cent.	1	45	.....	.....	13	Increase of 12½ per cent granted.	

DEPARTMENT OF LABOUR, CANADA.  
STATISTICAL TABLES, SERIES C, No. 31.

# TRADE DISPUTES OF THE MONTH OF MAY.

Province.	Locality.	Occupation.	Alleged Cause or Object.	No. of Establishments affected.	Approximate No. of Employees affected		Date of commencement.	Date of termination.	Result.
					Di-	Indi-			
					rectly	rectly			
DISPUTES WHICH BEGAN DURING THE MONTH— <i>Continued.</i>									
Quebec. . . .	St. Echemin. . . .	Woodmill workers. . . .	Demand for \$1.25 instead of from 90c. to \$1 per day.	1	125	.....	" 15	"	19 No change in wages.
Alberta. . . .	Calgary. . . . .	Carpenters. . . . .	Employment of non-union men contrary to agreement.	14	130	.....	" 15	"	16 Agreement re-affirmed and non-union men discharged.
N. Brun'ek. . .	St. John. . . . .	Builders' labourers. . . .	Demand for increase in wages from \$1.35 to \$1.50 per day.	1	25	.....	" 23	"	28 Wages increased to \$1.40 per day.
Quebec. . . . .	Montreal. . . . .	Foundry helpers. . . .	Did not receive increase in wages granted to other employees.	1	20	.....	" 19	"	30 Increase in wages granted.
Ontario. . . .	Toronto. . . . .	Piano workers. . . . .	Demand for increase in wages from 25 to 27½c. per hour.	1	16	.....	" 22	"	28 Men's demands granted.
Quebec. . . . .	Montreal. . . . .	Street railway employees. . . .	Refusal of company to sign new agreement.	2	1,500	300	" 23	"	27 No change in conditions.
Quebec. . . .	Montreal. . . . .	Electrical workers. . . .	Demand for increase in wages and recognition of union.	1	117	.....	" 23	.....	" " "
Ontario. . . .	Hamilton. . . . .	Garment pressers. . . .	Demand for 27½c. per hour for coat pressers, a 50 hour week, overtime to count time and a half.	25	60	455	" 26	.....	No settlement reported at end of month.

\* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where, after the declaration of a strike, some of the original strikers have returned to work, or have had their places filled with new hands, or where the establishments affected have found that for either of these reasons, or both, or for other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true that a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected to an appreciable degree the carrying on of the industrial or business operations of the firms or establishments concerned, mention, moreover, is not made of disputes involving less than six employees or of less duration than 24 hours.

† This strike afterwards spread to other districts, the following being the dates, places and approximate numbers involved: Feb. 27, Vancouver 151, New Westminster 3; March 5, Nelson 40, Rossland 3, Trail 1, Robson 4, Eholt 1, March 9, Winnipeg 16, Calgary 18.

# GOVERNMENT CONTRACTS FOR THE MONTH OF MAY.

The following is a list of the contracts awarded by the Department of Public Works, and which received the signature of both parties to them, during the month of May, together with a minimum rate of wages to be paid to the labourers engaged upon the work, as set forth in the 'fair wages' schedule inserted in each contract :

Alterations and additions to Post Office Building at Berlin, Ont. Date of contract, 13th May, 1903. Amount of contract, \$7,316.00.

Trade or Class of Labour.	Rate of Wages.			
	Not less than the following :			
Masons.....	\$0.35	per hour	per day	of 9 hours.
Bricklayers.....	0.35	"	"	9 "
Stonemasons.....	0.35	"	"	9 "
Ordinary labourers.....	0.18	"	"	10 "
Carpenters.....	0.22½	"	"	10 "
Painters.....	0.20	"	"	10 "
Plumbers.....	0.20	"	"	10 "
Steamfitters.....	0.20	"	"	10 "
Tinsmiths.....	0.20	"	"	10 "
Driver with one horse and cart.....	0.20	"	"	10 "
Driver with two horses and wagon.....	0.30	"	"	10 "
Plasterers.....	0.35	"	"	9 "

Construction of a post office building at Toronto Junction, Ont. Date of contract, May 29, 1903. Amount of contract, \$23,450.

## FAIR WAGES SCHEDULE.

Trade or Class Labour.	Rates of Wages.			
	Not less than the following rate :			
Contractor's foreman mason.....	\$3 75	per day	of 8 hours.	
Contractor's foreman bricklayer.....	4 00	"	8 "	
Contractor's foreman carpenter.....	3 25	"	8 "	
Carpenters.....	0 30	per hour	of 8 hours per day.	
Joiners.....	0 35	"	8 "	
Stair builders.....	0 35	"	8 "	
Stonemasons.....	0 48	"	8 "	
Masons.....	0 41	"	8 "	
Bricklayers.....	0 45	"	8 "	
Plasterers.....	0 38	"	8 "	
Plasterers' labourers.....	0 25	"	9 "	
Sheet metal workers.....	0 27½	"	9 "	
Metal roofers.....	0 27½	"	9 "	
Structural iron workers.....	0 25	"	9 "	
Painters and glaziers.....	0 30	"	8 "	
Paperhangers.....	0 30	"	8 "	
Plumbers.....	0 35	"	8 "	
Steamfitters.....	0 30	"	8 "	
Gasfitters.....	0 25	"	8 "	
Electricians.....	0 17½	"	10 "	
Electrical linemen.....	0 17½	"	10 "	
Blacksmiths.....	0 32	"	8 "	
Lathers.....	0 25	"	8 "	
Builders' labourers.....	0 18	"	9 "	
Ordinary labourers.....	0 35	"	9 "	
Driver, horse and cart.....	0 50	"	9 "	
Driver, 2 horses and wagon.....	0 35	"	9 "	
Driver and 1 horse.....	0 50	"	9 "	
Driver and 2 horses.....	0 22½	"	9 "	
Timekeepers.....	0 35	"	8 "	

## ENFORCEMENT OF FAIR WAGES RESOLUTION BY POST OFFICE DEPARTMENT, MAY, 1903.

During the month of May the following orders were given by the Post Office Department for the supplies below mentioned. All were given subject to the regulations for the suppression of the sweating system, and securing payment to the working men and women of fair wages, and the performance of the work under proper sanitary conditions :—

Nature of Order.	Amount of Order.
	\$    cts.
Making and repairing metal dating and other hand stamps; also type and brass crown seals.....	443 69

Nature of Order.	Amount of Order.
Making and repairing rubber dating and other hand stamps and type.....	\$    cts. 28 45
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes and stamping ink.....	559 73
Repairing post office scales.....	3 50
Supplying mail bags.....	1,079 25
Repairing mail bags. . . . .	965 08
Repairing mail locks and supplying mail bag fittings.....	49 50
Making parcel receptacles and repairing letter boxes and railway mail clerks' tin travelling boxes.....	2,551 00
Miscellaneous orders for making and repairing postal stores.....	39 85
Making up and supplying articles of official uniform.....	2,514 25

### UNIONS FORMED DURING MAY, 1903.

The Department has received notice of the following organizations as having been formed during the month of May, 1903 :—

#### *New Brunswick—*

St. John—Sheet iron workers.

“        Electrical workers and line-men.

#### *Quebec—*

Montreal—Independent Union of Street Railway Employees.

Montreal—Tanners and corroyeurs.

Ste. Anne de la Perade, Que.—Electricians.

Sherbrooke—Boilermakers.

“        Plumbers.

St. Anne de Bellevue—Carpenters.

#### *Ontario—*

Brampton—Threshers' Association.

Hamilton—Upholsterers.

“        Baggage and Freight Handlers.

“        Threshers' Association.

London—Stonecutters.

Newmarket—Threshers' Association.

Ottawa—Electricians.

Smithville—Threshers' Association.

Toronto—Team Drivers.

Woodstock—Barbers.

Woodbridge—Threshers' Association.

#### *Manitoba—*

Winnipeg—Barbers.

#### *British Columbia—*

Vancouver—Upholsterers.

Victoria—Building Trades Council.

### REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during May, 1903.

#### ONTARIO REPORTS.

##### **Dairymen's Associations.**

Annual Reports of the Dairymen's Associations of the Province of Ontario, 1902. King's Printer, Toronto. 224 pages.

The reports of the Dairymen's Associations of Western and Eastern Ontario for 1902 contain a number of instructive papers on the butter and cheese industries. Very great advances in dairying have been made in recent years in Canada, and the export trade in these products has reached large proportions. In 1902, 2,500,000 boxes

of Canadian cheese, representing a revenue of \$21,000,000 were sold in Great Britain, being 68 per cent of all the cheese imported into that country. In the same year over 600,000 packages of butter, bringing in a revenue of \$9,000,000 were sold in Great Britain. The exports of bacon, largely a by-product of the dairy industry, were about \$15,000,000. About \$5,000,000 more were received for butter and cheese in 1902, than in the previous year. In an appendix to the reports an account is given of the dairy schools of the province. Of these there are three, the Ontario Agricultural College Dairy School, the Eastern Dairy School at Kingston, and the Western Dairy School at Strathroy. The numbers taking courses in these institutions, it is stated, are increasing from year to year, and the graduates find no difficulty in obtaining good positions in cheese and butter factories, as there is a steady demand for first class men.

### Crown Lands.

Report of the Commissioner of Crown Lands of the Province of Ontario for the year 1902. King's Printer, Toronto. 80 pages.

The report of the Commissioner of Crown Lands of Ontario for 1902 shows the progress made during the past year in the more newly settled portions of the province. There were sold for agricultural purposes 66,868 acres of crown lands, aggregating in value \$44,913.67, and for mining purposes 3,985 acres, the value of which was \$8,202.52. There was a large influx of settlers, the greatest number of whom went to the Temiscaming and Rainy River districts. Many also settled in the region west of North Bay, and along the shores of Lake Huron. In the Temiscaming district about 1,400 locations for farming purposes were taken up, which represented 224,000 acres. The increase of population in that region through settlement is estimated at from 3,000 to 3,500 souls. In the Rainy River district about 500 heads of families took up land.

The mineral industry of the province made substantial progress in 1902, the out-

put of iron, copper and nickel being considerably greater than in any previous year. The production of nickel was 5,945 tons, valued at \$2,210,961; of copper, 4,932 tons, worth \$686,043, and of iron 359,286 tons, worth \$518,445. The production of pig iron during 1902 was 112,667 tons, valued at \$1,683,051, and of steel, 68,802 tons, valued at \$1,610,931. The pulp industry, it is stated, shows signs of rapid development. One company was in operation continuously during the year, and mills are being erected by three others. One new concession was granted to a pulp company in the Rainy River district during the year.

### Criminal Statistics.

Thirty-fifth Annual Report of the Inspector of Prisons and Reformatories of the Province of Ontario for the year ending 30th September, 1902. King's Printer, Toronto. 99 pages.

In his annual report for 1902, the Inspector of Prisons for Ontario states that the number of committals during the year was 8,280, being 286 less than in 1901, and the lowest number, with the exception of two years, since 1873. Of the total number of committals, 7,066 were men, and 1,214 were women. There were among them 216 boys and 15 girls under sixteen years of age, a large decrease compared with previous years. Some 2,674 were committed for drunkenness and 4,597 for crimes against public order and peace. About 6,983 could read and write, and 1,297 were illiterate. The decrease in crime is attributed to the prevailing prosperity. A number of recommendations are made in the report, of which the principle ones are that the prisons should be made more self-supporting, and that the practice of sending the insane, idiots and imbeciles to gaol be discontinued.

### Children's Aid Societies.

Tenth Report of the Superintendent of Neglected and Dependent Children of Ontario for 1902. King's Printer, Toronto. 119 pages.

The decrease in the number of juvenile offenders in Ontario, referred to in the report of the Inspector of Prisons and

Reformatories, which is reviewed above, is largely due to the work of the Children's Aid societies throughout the province. During the past year the twenty-five children's societies in existence investigated about three thousand complaints of neglect, destitution, homelessness or ill-treatment. Two hundred and thirty-three children were placed in foster homes, making a total in ten years of 1791 sent to foster homes and over two hundred to orphanages. Recommendations are made in the report for the establishment of preparatory training schools, the prohibiting of boys under sixteen attending low class theatres, and the discontinuance of the practice of sending children to gaol. There were 1,256 children received from England in 1902, and placed in homes and situations in Ontario. Nearly all of them are said to be doing well. Eight cases of cruelty to boys brought out from England were reported, and only two serious offences were committed during the year by these juvenile immigrants.

## UNITED STATES REPORTS.

### Ohio Labour Statistics.

Twenty-sixth Annual Report of the Bureau of Labor Statistics of the State of Ohio for the year 1902.

The report of the Ohio Bureau of Labour Statistics for 1902 is divided into nine parts. In addition to giving general statistics of the manufactures of the State, and more detailed figures of some of the more important industries, it contains a summary of the labour laws and recent legal decisions of Ohio, particulars with regard to women workers, reports of the Free Public Employment offices, and a chronology of all the labour bureaus in the United States.

Among the labour laws of Ohio, which were enacted in 1902, the following are of more or less general interest: An Act enabling certain mechanics to obtain a lien on property of their employers for wages due, Acts requiring the employment of full crews for the running of passenger and freight trains, and Act legalizing and

protecting the use of the union label, and an Act providing for compulsory education for all children under fourteen years of age.

A legal decision was delivered in 1902, declaring unconstitutional an act of the legislature providing for an eight-hour day for all workingmen engaged on public works.

There are five free employment bureaus in the State, situated at Cleveland, Columbus, Cincinnati, Dayton, and Toledo. In 1902, 16,157 applications for situations from men were received, and 10,811 from women. There were 17,974 men wanted by employers, and positions were found for 12,314. There were 18,639 applications for female help, and 9,114 positions were secured.

### Industrial Statistics of Michigan.

Twentieth Annual Report of the Bureau of Labour and Industrial Statistics, including the Tenth Annual Report of State Inspection of Factories of Michigan. State Printers, Lansing. 554 pages.

The work of the Bureau of Labour of Michigan is devoted largely to the inspection of factories and other places of business, and the enforcement of laws and regulations concerning the protection of employees. The first fourteen chapters of the report for the year 1902, covering 319 pages, contain a detailed account of the work of the inspectors for that year. In addition to factories, stores, hotels, and tenement houses are also inspected, and there is a woman inspector to protect the interests of female wage earners. The reports of these officials, including an analysis of their work, and a review of factory inspection in Michigan, are contained in chapters one to fourteen of the Annual Report. Chapter fifteen is devoted to the question of the cost of living, and rates of wages. Statistics are produced showing that the cost of living in the United States increased over 30 per cent between 1897 and 1902, and between 1890 and 1900 the rate of wages decreased  $1\frac{1}{2}$  per cent. During the past five years, however, the more steady

employment, and the increased demand for woman and child labour have to some extent offset the decreased earnings of the men, and the advance in wholesale prices of necessities has not always been accompanied by a corresponding advance in retail prices.

### Conciliation and Arbitration in Massachusetts.

Annual Report of the Massachusetts State Board of Conciliation and Arbitration for the year ending December 31st, 1902, Boston Wright and Potter Printing Company, State Printers. 331 pages.

The bulk of this report, which is the seventeenth issued by the State Board of Arbitration in Massachusetts, is made up of detailed statements relating to the various cases in which the board took action during the year covered by the report. The work of the board, it is stated in the pre-

face, may in general be classified under three heads, relating, 1st, to the formation of trade agreements or collective bargaining, 2nd, to arbitration cases, and, 3rd, to conciliation cases. The board has done all in its power to foster the tendency towards collective bargaining between employers and employees relating to wages, hours, and conditions of labour. It is admitted that much of the work in this direction is as yet clumsy and crude, but it is believed that this forms the best substitute yet presented for strikes and lock-outs. The tendency to arbitrate differences rather than to settle them by strikes was manifest in Massachusetts during the year covered. A valuable feature of the volume is in the form of an appendix, in which the various provisions of the law for the appointment of boards of conciliation in the various states of the union are re-printed.

## RECENT LEGAL DECISIONS AFFECTING LABOUR.

### QUEBEC CASES.

#### Action by Tutor of Minor Child.

-- boy was engaged in crushing ammonia, which was done by a machine worked by steam. In the course of this employment he dropped a piece of cardboard on the rollers, and in attempting to pick it up he slipped, and both his hands were caught and crushed between the rollers. His mother sued his employers for \$1,999.99 damages, claiming that the machine was of a dangerous nature, and that that had caused the accident. The employers, on the other hand, alleged that it was occasioned by the negligence of the boy himself. Another suggestion was that the boy would not have fallen if the floor had not been slippery.

Upon the evidence, the Court came to the conclusion that the machine was not defective, but that the boy was careless in

using it. It was pointed out that all machinery is dangerous if carelessly handled, and that those using it must themselves exercise reasonable care, or bear the consequences. It was also proved to the satisfaction of the Court that the boy had been warned not to put his hands near the rollers, and, also that if the floor was slippery it was the fault of the boy himself, as it was his duty to keep it perfectly swept. The case was, therefore, dismissed with costs.

(Poirier vs. Lang Manufacturing Company. Judgment by Mr. Justice Lavergne in the Superior Court at Montreal.)

#### Action by Longshoreman.

T. was employed with a number of other men in loading a steamship with grain. In the course of this work he met with an accident, which, he alleged, occurred in the following manner: The rope attached to

the hoisting pulley having been spliced caught in the pulley, and left the hoist suspended over the hatch. The foreman sent T. to the upper deck to draw over the rope. When he reached the deck he used a line to lasso it, and in doing so he fell into the hatchway and went to the bottom of the vessel, a distance of about 45 feet, breaking his arm and suffering other injuries. T. also claimed that there was no railing around the hatchway, and that, through the negligence of his employers and their foreman he had been disabled for life. He therefore asked for \$4,000 damages.

The employers contended that the accident occurred through the negligence of T. himself. They established that, although the railing for the hatch was not up, it was there permanently attached to the end of the hatch, and that all that T. had to do was to lift it up and put it in its place before attempting to lasso the rope. T. himself admitted that he forgot to do this.

Under the circumstances, the Court held that T. was alone to blame for the injuries he had received, and which, according to medical testimony, were not of a serious nature. The case was therefore dismissed with costs.

(Tessier vs. Miles *et al.* Judgment given in the Superior Court at Montreal.

#### ONTARIO CASES.

##### Judgment Reversed in Favour of Employee.

B. had been employed for some years in working a derrick used by his employer for hoisting coal out of a vessel on the St. Lawrence river, and loading it upon cars. While going down the ladder he was struck on the head and killed by a piece of coal which fell from some part of the derrick.

B's widow sued his employers for damages, on the ground that the accident was caused by their negligence. The trial judge

held that the fact that this derrick had been working for 15 years with the same appliances and in the same condition, and that during that time no coal had fallen over the platform until the fall of the piece by which B. was killed, negatived any negligence on the part of the employers with respect to the condition of the derrick. He therefore dismissed the action.

The widow appealed from this judgment, and a higher court held that these facts did not, in themselves, negative negligence. It also held that there was negligence on the part of the employers of another nature the court stating the same in the following words: The opening in the platform through which the coal was shot from the upper into the lower one was marked and scored all around its edges by the coal striking as it passed down; and witnesses for defendants also stated that pieces of coal occasionally escaped on to the platform, instead of passing through the opening, although they said the pieces were not large. Now, the edge of the platform was only 3 feet 9 inches from the nearest edge of the opening, and there was nothing to prevent a piece of coal which had escaped to the platform in falling from the hooper from rolling over the edge of the platform if it rolled that far. The facts, it seems to me, therefore, put defendants into this difficulty. If the derrick was safe with ordinary care on the part of defendants or their servants for which defendants are liable. On the other hand, if coal was liable to escape even the exercise of ordinary care, defendants were negligent in not having a fence along the edge of the platform to prevent it from falling down.

The appeal was therefore allowed with costs and judgment given for \$1,000 in favour of B.'s widow.

(Bisnaw vs. Shields. Judgment of a Division Court of the High Court of Justice for Ontario, given at Toronto, 27th April, 1903.)

### Employers' Responsibility for Defective Machinery.

T. was injured by the falling of the elevator which he was using in the course of his daily work. He sued his employers for damages alleging that they were liable for the accident, because the elevator was unsafe and because that fact was known to their manager. It was proved that a machinist who had repaired part of the machine at the establishment had found some time before that that part, which ran the elevator was "chattering," which ran the opinion showed that the machinery was worn out. A year prior to the accident he informed the then manager of the fact ; the next manager that the pinion gear and the driving gear has connected with the eleva-

tor machinery was worn out and should be renewed. The machinist also stated that in his opinion the chattering caused the key to come out. It was also proved that the elevator had been in use for twenty-one years, and that the life of such an elevator was from ten to twelve years.

At the trial the jury was asked, amongst other questions, what in their opinion had caused the falling of the key. They replied 'vibration and general dilapidation of the running gear.'

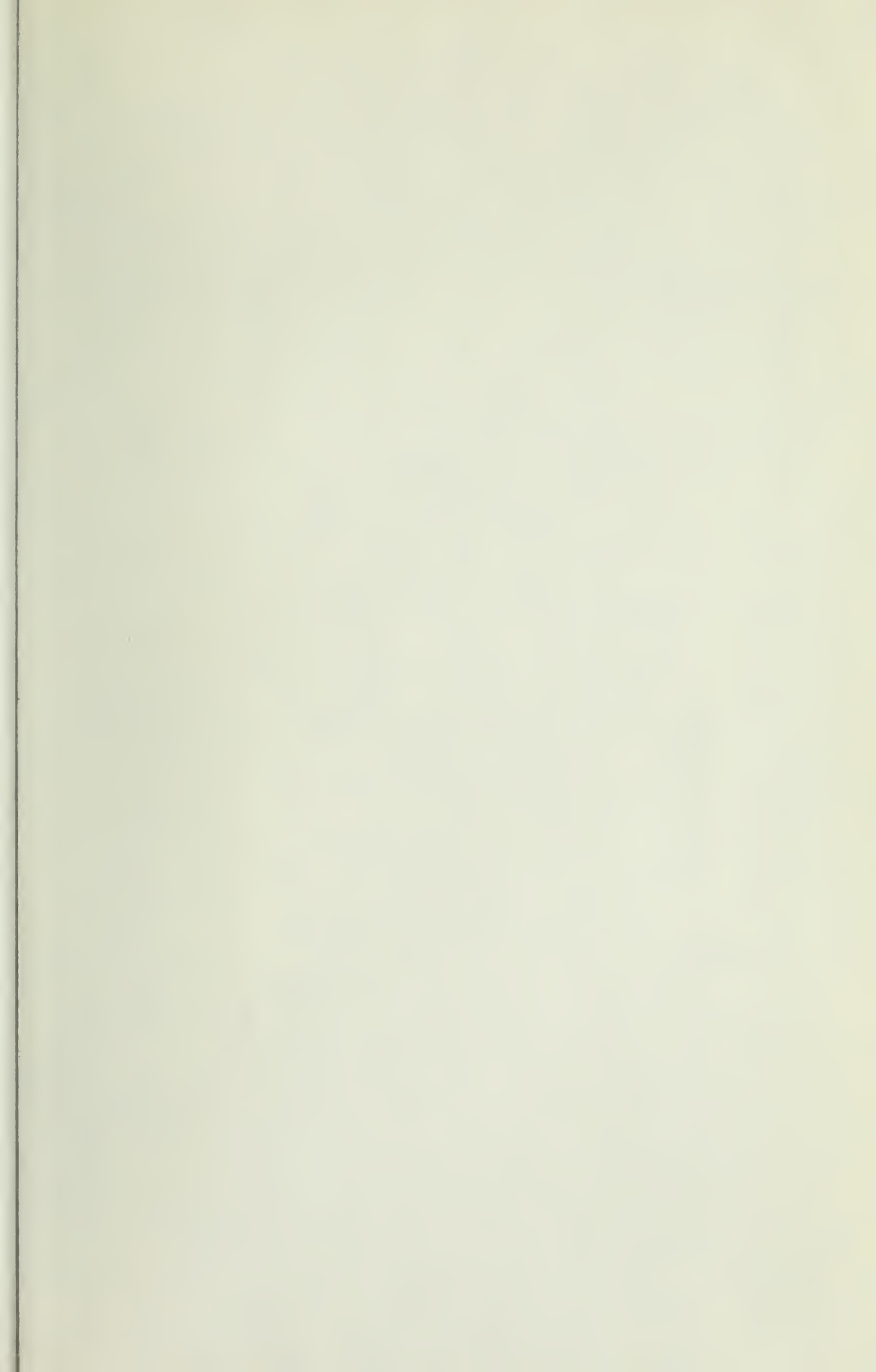
Upon this answer the court gave T. payment for \$3,150.

(Traplin vs. Canadian Woollen Mills, Limited. Judgment given at Toronto by Mr. Justice MacMahon, 16th April, 1903.)

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